

**SIX DOLLARS
PER QUARTER**

Mail

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR

PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

*N.B.—Cargo can be taken on through Bill
of Lading for the principal places
RUSSIA.*

ON SUNDAY, the 18th day of January

"PREUSSEN," Captain Reimkaster, will

will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon
Cargo will be received on Board until 4 p.m.
Specie and Parcels until 3 p.m., on 17
January, (Parcels are not to be sent on Board

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents,
Washington: 22nd December 1890

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK VIA ORE

LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship
"CHINA"
will be despatched for SAN FRANCISCO, on

YOKOHAMA on THURSDAY, the 22nd inst
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.
Through Bills of Lading issued for trans

poration to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines.

First-class Fares granted as follows :—
To San Francisco.....\$125.00
To San Francisco and return.)

available for 6 months.....	393.75
To Liverpool.....	325.00
To London.....	332.00
To other European Ports at promotional	

rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the [Imperial Chinese] Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*vice versa*) within one year will be allowed a discount of 10 per cent. from Return Fare.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will

be received at the Office until 5 P.M. same day
all Parcel Packages should be marked to ad-
dress in full; value of same is required.
Consular Invoices to accompany Goods for

United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.

C. D. MARMAN,
 Agent.
 Hongkong, 3rd January 1901.

OCCIDENTAL AND ORIENTAL STEAM

SHIP COMPANY.
TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO

**CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS**

AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE OVERSEAS RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
THE Steamship
"BELGIC"
will be despatched for San Francisco, via

Yokohama, on TUESDAY, the 3rd February,
at 1 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.

Yokohama, on TUESDAY, the 3rd February,
at 1 P.M.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—
 To San Francisco.....\$225.00
 To San Francisco and return, }
 available for 6 months.....} 393.75

First-class Fares granted as follows:—

To San Francisco.....	\$225.00
To San Francisco and return, available for 6 months.....	393-75
To Liverpool.....	125.00
To London.....	132.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers	

the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

ing at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and*

discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's agent.

For further information as to Passage or Freight, apply to the Agency of the Company.

For further information as to Passage or Freight, apply to the Agency of the Company, 100, Queen's Road Central.
C. D. HARMAN,
Agent
Hongkong, 10th January, 1921.

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Figure 1

THE LAW OF UNIVERSAL EXISTENCE.

As infinite existence is subject to universal laws and as some of the other worlds doubtless term with life of a far more highly-developed nature than the globe we now inhabit, and as the formation and decay of myriads of planetary systems around us continues ceaselessly, man must discover the Law of Universal Existence before he can account for his own creation or absolutely define his duties and aims. According to the orthodox idea, there originally existed one primary principle; this was the principle of Intellect, generally termed "God." How this Omnipotent Mind could exist by itself when mind, except combined with matter, is inconceivable, has never yet been explained. It would surely not be rational to believe that mind (even were it possible to exist independent of material assistance) could create matter out of space. The absurdity of attempting to explain our origin and that of all infinity by such a dogma is so obvious to any reflective person that further investigation into the science of first principles is not only desirable, but absolutely necessary. Hence the following contribution towards unravelling the skein of the mystery of Nature.

There is an all-pervading and universal principle of existence, and this is the Principle of Motion, which is self-existent and essential. Without motion, as its fountain-head, existence could not be other than a universal vacuum. This principle of motion has to express itself in some palpable form, and this it does through the sign of matter. It is, however, not uniformly operative throughout existence, being more active in some parts than in others. Uneven motion, however, constantly endeavours to become uniform, and in its efforts towards attaining that end its component and various factors of velocity produce that conscious form we term life. Mind without matter is impossible. Matter is merely the sign of motion, and mind the sign of matter or motion, which you prefer. Certain combined factors of acceleration appear to our eyes as minerals, animals, vegetables, fluids, or solids, &c., according to their specific proportions of velocities. A principle must have some inherent want. Motion requires to attain a universal homogeneous equilibrium, and it is its uniformity striving to right itself which creates those temporary phases of existence which we describe as planets or life. What we call elements are merely different proportions of factors of velocity in the struggling infinity of ununiform motion. Now the similar but separated factors of acceleration, chemical or mental, composing the entirety of uneven motion, seek to unite and their desire to do so is what we designate (in regard to that form of motion called matter) attraction and (in regard to that conscious form of motion resulting in life) affinity. These are unable to effect owing to their mutual inter-relations whence results that endless panorama of permutations and combinations now comprising infinite existence. The whole principle of motion being in a state of want, each of its component factors and particles must be similarly circumstanced, and hence an everlasting system of destruction, disintegration, and regeneration or renovation. The principle of motion is the essential energising and eternal principle of the universe. What are termed natural forces are essentially motions, for all things are formed, energised, and vitalised by motion. It is motion which is the real substance, the essential and enduring principle, gross matter being but subjective and merely a mode of motion, presentation to our bodily sense of sight. Through what is known as magnetism, motion in certain ratios of acceleration demonstrates itself as life. Life in all its forms is but the chance result of atomic vibrations. All human actions are but the products of brain substance, vice and virtue being its effects. Soul or intelligence is the multifarious phenomena of consciousness—this assemblage of states being describable as hope, fear, joy, sorrow, pleasure or pain—all which are merely the phenomena of atomic vibration. The brain is the instrument of the principle of motion, and thought its function.

The question now arises—what should man's aim be under this system of universal want? To decide this it is first necessary to recall the manner wherein this and other planets are primarily formed. The laws of motion caused us first to become disintegrated from some such body as the sun. When a world like ours first settles down from an incandescent state into a more solid form, the decrease in temperature and increased concentration of the various particles of which it is composed thereby force the germs of life, in their lowest development, to arise. The principle of Haeckel, or Darwin will be easily able to comprehend how in the first instance foliage, then shellfish, reptiles, animals and men were successively developed in proportion to the diminutions of heat. As the temperature goes on decreasing, man's chances of continuing his individual existence under his present form must gradually become smaller and smaller. He must either find means of living under new circumstances, or perish in *his* state. Now, isolation is fatal and leads to the extinction of any single factor of the whole system of universal want. No factor of the whole can obtain permanent satisfaction without the whole itself being in a state of satisfaction, neither can the whole do so as long as there remains one dissatisfied factor. Should each factor composing a united whole obtain its desire, the universal equilibrium would be reached, and motion, then uniform, would constitute a state of universal rest—*i.e.*, vacuity.

Isolation being fatal to the interests of any phase of the great system of universal wants, it follows that man, one of its smallest factors, must endeavour to render his desires and those of his fellow-creatures as much independent as possible, for unity is strength. An insular or danger to one man is a menace to us all, for we never know but that it may be our turn next. Investigators of social problems have discovered that it is of no use attempting to elevate the principles of a select few, and now advocate the education and improvement of the moral and physical condition of the masses. The science of evolution explains how those animals, inferior in intellect, capacities, but superior social provisions, have survived and superseded their stronger but more unsocial rivals. In the case of humanity it is most important that all should realise this special tendency directing the survival of the fittest. Goodness and sympathy has been forced upon man, or we must have deteriorated instead of improved in knowledge and power century after century. By extending our sympathies and facilitating our means for the acquisition of popular knowledge, we elevate our intellectual and physical individual conditions, and thereby removing the occasions for criminality. A sympathetic man is a progressive being, but an unsympathetic man is a retrogressive. We all love our children, and they in their turn will cherish their future generation to posterity, and hence their future interests must be ours also. Now it is highly probable that by some natural law some day on its way for this earth's future destruction, or possibly, the great flood of which Agassiz speaks, may be preparing itself to destroy all animal life from the face of this globe. At any rate this earth cannot remain always in its present state, and our successors must either accept

the means of averting any natural calamity or perish in a body. Man being, however, able to comprehend the principle and theory of existence, and knowing the utter impossibility of any such factor as the attainment of anything beyond temporary happiness—by reason of the impossibility of any factor attaining permanence contentment except by identifying itself with, and merging into, an entirety of continuous uniform motion of a state of universal vacuity—must be content to strive for a fair share of ordinary mental happiness and the maximum possible amount of immunity from personal bodily injuries, either from material causes or through the agency of surrounding inimical existences. The man devoid of the slightest wish to benefit his fellows, either by means of his geniality or works of public or private benefit to those around him, is unfitted to live. An unsympathetic person is dangerous to society at large, for it is only by our having a necessary trust and faith in others that we can secure our present welfare or improvement mental and physical in the succeeding generations, whose future existence depends upon their being mentally superior to preceding forefathers. Hence it will be seen that existence will forever be *in vacuo*.

After death the chemical atoms (for visible powers of dissatisfied motion) of which we are composed are carried away to temporarily satisfy other factors of the system of wants, each material atom power of motion retaining its natural capability of joining with combinations and producing subsequent phases of moving existence. Regarding the theories of human after-life it is quite possible that a modified counterpart of the deceased may continue its individuality indefinitely, but, of course, subject to the necessary laws of evolutionary alteration. A gaseous spiritual development of the individual may form one of the progressive features of the system of evolution, the grosser materials of the boy at death reverting to those to which they are nearest allied and the finer attaching themselves (if not absolutely assimilating) to those phases of nature of which man as yet has no knowledge. Our successors, however, by means of their increased knowledge, may discover the elixir of life and rejuvenate themselves at will or possibly electrify the dead into life. The knowledge they will possess will enable them to avert or neutralise any such natural perils as invasion by floods, comets, increase or decrease of temperature, &c. They might be able to alter the orbit of our planet or merge it into another if it should appear desirable. To obtain omnipotence and omniscience is the final goal of human desire, but the oblong of ever-lasting happiness means the merging into a universal vacuum. This can never be done, and this is the reason why the system of universal wants, the principle of uneven, ununiform motion, must be endless and ceaseless to all eternity. It has now been shown that virtue is more to man's interests than evil, that sympathy is indispensable to his progress and existence, and that isolation is fatal thereto, that everything in nature is *per se* selfish, but that our only legitimate form of selfishness is that which seeks its happiness in that of others as the means of satisfying its wants. As a reflection on this has at any rate the merit of logic, whereas those of theological theorists are shrouded in clouds of illusive words and dubious morality.—*Sydney Bulletin*.

A NOTABLE PIRATE.

One of the most noted of the pirates was Edward Teach, commonly known as Blackbeard, a title he earned because of his extraordinarily long and black chin appellation. "He suffered it to grow to an extravagant length," we are told. As to breadth, it came up to his eyes. He was accustomed to tie it with ribbons in small tails, after the manner of our Rameses wig, and turn them about his ears." In time of action he wore a sling over his shoulders with three brace of pistols, which hung in holsters like bandoliers; and stuck lighted matches under his hat, which, appearing on each side of his face, his eyes naturally looking fierce and wild, made him altogether such a figure that, save Johnson, "imagination cannot form an idea of a fury from hell to look more frightful." He was a Bristol man by birth, had been to sea all his life from an early age, and had sailed for some time out to Jamaica, in privateers during the war with the French, but had never been anything more than a foremastman—though distinguished for uncommon boldness and personal courage—until he went a-pirating in the year 1716. Captain Benjamin Hornigold put him in command of a sloop he had taken off Providence, and the two sailed together for the Spanish West Indies, taking on the way a "billop" from Havana, a sloop from Bermuda, and a large vessel bound from Madeira to London. After careful search on the coast of Virginia, the two, with their prizes, went on to the West Indies and captured a large French Guinea-man, bound to Martinique, on board which Teach transferred his flag, separated from Hornigold—who returned to Providence and surrendered to mercy pursuant to the King's proclamation—and hoisted the black flag on his own account. He mounted forty guns on his vessel, to which he gave the name of the *Queen Anne's Revenge*, and his first engagement in her was off St. Marks, where he took the *Great Allen*, a plundered ship, set Captain Taylor and his crew on shore, and fired her. Then he fell in with the English man-of-war *Scarborough*, of thirty guns, and engaged this vessel for some hours, and until the latter thought it discreet to give over and make for Barbadoes, the place of her station. Teach himself sailed for Turin to take in fresh water, and while there improved the occasion by capturing a sloop, the *Adventure*, the captain of which no sooner saw the black flag hoisted than she struck and came to. Four more vessels—a full-rigged ship and three sloops—were captured in the Bay of Honduras some ten leagues from Turin, and three others on the way to Charleston, off which port the pirates lay for five or six days, waiting for word of medicines, which the captain of the *Revenge* sloop was sent to the Governor to demand.

More captures were made during these five or six days; first, a large ship bound for London with some passengers and a valuable cargo on board; and, secondly, another large vessel coming out of the port, two "pinks" going in, and a brigantine on which were fourteen negroes. All this, done in the very sight of the inhabitants, struck a mortal terror into their souls, for they had just been visited by Vane, another notorious pirate, who had knocked down their fortifications, sacked the town, and made things generally uncomfortable. This mortal terror may have occasioned the insolent security with which Richards and the men of his party paraded the town. They walked the streets publicly, we are told, and the people, although filled with the utmost indignation, dared not molest them for fear of heaping more calamities upon their own heads. Blackbeard in his demand swore that if the chest of medicines was not immediately given, or if the ambassadors suffered the least insult, he would murder all the prisoners taken on board the five captures, send up their heads to the Governor for his special edification, and set fire to the vessels themselves. Upon such compulsion the Governor was not on his way for this earth's future destruction, or possibly, the great flood of which Agassiz speaks, may be preparing itself to destroy all animal life from the face of this globe. At any rate this earth cannot remain always in its present state, and our successors must either accept

HONGKONG TRADING CO. LTD.

PREMISES COMING DOWN. GIGANTIC CLEARANCE SALE.

SEE FUTURE ANNOUNCEMENTS.

Hongkong, 15th January, 1891.

kept about £1,500 in gold and silver, in addition to a quantity of provisions, &c., and sailed towards North Carolina, made friends with the Governor—who was a thorough-paced black-guard—and surrendered to the King's proclamation, his sole motive being to look about him, as Captain Johnson puts it, "to make a favourable opportunity of playing his old game over again." Blackbeard was a beau-ideal pirate, pressed with a mania for getting married. During his first sojourn at North Carolina, his friend the Governor married him to his fifteenth wife, a young girl of sixteen, whom he treated most brutally. Unlike the French Bluebeard, however, he did not, so far at least as our knowledge goes, kill any of his wives. Blackbeard died fighting, as befits an old sea-ruffian, and in his last encounter, against Colonel Mordaunt, did not finally give up until he had received five pistol shots, and twenty sabre cuts, about his body.—*Gentleman's Magazine*.

TOBACCO-SMOKING IN EASTERN LANDS.

Virtue travels on foot: vice runs over the world at telegraphic speed. Tobacco was unknown until America was discovered. A half century later it had been introduced into China, and within a few generations the whole world was using it. You will hardly find a place on this big round earth where the people do not now smoke, and the Orient has become the home of tobacco. The almond-eyed Japanese swallow more smoke than they do rice; the pig-tailed Chinaman glories in his cheap pipe-stick, and some of the biggest and best cigars in the world are made by the women of Burmah. The Queen of beauteous Korea smokes American cigarettes by the thousand, and the harem of the Sultan is filled with fair ladies who delight in the hookah.

The Chinese smoke early and often, and it is as good as a play to watch one of the nobles of China using tobacco. He prefers the water-pipe, and he has a servant who puts the pipe stem in his mouth, and waits till he has taken half a dozen whiffs before he carries it away again. The smoke comes bubbling through the liquid, and the almond eyes of the Celestial sparkle with enjoyment as the smoking enters his blood. In Hunan, China, smokes in this way, and during the interview which I had with him at Tientsin, his servant held a pipe with a stem at least four feet long to his lips, and lighted it for him at intervals of ten minutes. The great Viceroy took about ten whiffs at a time, and then the servant took the pipe away, pulled out its metal bowl, and refilled it with tobacco, bringing it back a little later on to patiently hold it to his Excellency's lips while he smoked.

The baby smokers of the world are found in Siam and Burmah. I saw little tots of four and naked as on the day they were born, trotting about Bangkok with cigarettes in their mouths, and the babies of Rangoon and Mandalay are taught to chew the betel nut, mixed with tobacco, as soon as they are weaned. The Siamese children, like their fathers, use their ears as cigarette and cigar holders and the lack of necessities their carrying these articles over their ears, as the American clerk carries his pencil or pen.

Ten thousand odd women who make up the harem of the Siamese King all smoke and chew, and it takes a good part of his Majesty's \$10,000,000 a year to pay his tobacco bill. Each lady has to have her betel spittoon, which is of decorated china the size of a coffee cup, and, if she is a favorite, she has also a silver box, in which to carry her tobacco and betel nut. Some of the best tobacco in the world is found along the Mediterranean Sea, and a great part of the revenue of the Sultan and Khedive comes from tobacco. The trade is a monopoly in both Turkey and Egypt, and the Khedive in order to collect a big import duty on tobacco, has prohibited its raising in the country by a tax of nearly 160 dollars an acre. The result is that American tobacco is now imported into Egypt. It comes in the shape of tobacco for cigarettes, and it is sent first to France or England, and thence shipped to Egypt. The Turkish tobacco is very light and sweet, and they are popular all over Europe. Turkish cigarettes and Egyptian cigarettes are known everywhere, and there is scarcely a man, woman, or child in Egypt who does not smoke. You see Turkish merchants in the bazaars, with long hookahs before them, puffing away while they meditate upon Allah or drone over the pages of the Koran. You see smart young Egyptians in the high-cut broad cloth coats of official rank puffing cigarettes, and I am told that the dear little ladies of the harem smoke their scores of cigarettes every day. Prominent among all the rulers of the East, the Khedive of Egypt has set a good example to his people by neither smoking nor drinking. He offered me a cigarette during the interview I had with him, and he told me he did not smoke because he believed it was not good for him. He abstains from liquor on the ground of personal health and of the prohibition against drinking contained in the Koran, and he is the great Prohibitionist of the East.—*Philadelphia Weekly Press*.

CHILDREN starving to death on account of their inability to digest food will find a most marvellous food and remedy, in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. Very palatable and easily digested. Read the following testimonial:—"I have prescribed 'Scott's Emulsion' in cases of children suffering from wasting and mal-nutrition and can report most favourably of its good effect. It has been in each case taken most readily." W. F. PARKES, M.R.C.S., Medical Superintendent, Bullock Hospital. Any Chemist can supply it. A. B. Watson & Co. (Ld.), agents in Hongkong and China.—*Advt.*

Announcements.

HONGKONG TRADING CO. LTD.

PREMISES COMING DOWN. GIGANTIC CLEARANCE SALE.

SEE FUTURE ANNOUNCEMENTS.

Hongkong, 15th January, 1891.

Today's Advertisements.

HONGKONG JUBILEE ATHLETIC SPORTS.

FRIDAY, the 23rd January, 1890.
TO TAKE PLACE ON
THE RACE COURSE,
Commencing Precisely at 1 o'clock p.m.

(By kind permission of Colonel CHATER and the Officers of the Regiment, the Band and Pipes of the 1st A. & S. Highlanders will play during the afternoon.)

Patrons:
His Excellency Sir GEORGE WILLIAM DES VŒUX, K.C.M.G.
His Honour, Sir JAMES RUSSELL, K.C.M.G.
Commodore EDMUND J. CHURCH, R.N.

THE GENERAL COMMITTEE OF THE HONGKONG JUBILEE.

Judges:
Lieut. E. G. YOUNG, R.E.
C. H. THOMPSON, Esq.

Clerks of the Course:
Captain D. HENDERSON, 1st A. & S. H.
Lieut. A. H. ANSON, R.N.

Starter:
J. T. H. SAMPLE, Esq.

Referee:
Commander H. M. C. FESTING, R.N.

Time-keeper:
JOHN GRANT, Esq.

Honorary Secretary:
R. K. LEIGH, Esq.

PROGRAMME.

1.—1 p.m.—PUTTING THE SHOT.—Open to all.
Three times to win: 16 lbs. 7. ft. run, no Navy.

2.—1.15 p.m.—100 YARDS.—Open to the Navy.
First Prize:
Second:

3.—1.20 p.m.—100 YARDS.—Open to the Military.
First Prize:
Second:

4.—1.25 p.m.—100 YARDS.—Open to all.
First Prize:
Second:

5.—1.30 p.m.—QUARTER MILE.—Open to the Navy.
First Prize:
Second:

6.—1.35 p.m.—QUARTER MILE.—Open to the Military.
First Prize:
Second:

7.—1.40 p.m.—QUARTER MILE.—Open to all.
First Prize:
Second:

8.—1.45 p.m.—QUARTER MILE.—Open to all.
First Prize:
Second:

9.—2 p.m.—HIGH JUMP.—Open to all.
First Prize:
Second:

10.—2.05 p.m.—HALF MILE.—Open to the Navy.
First Prize:
Second:

11.—2.10 p.m.—HALF MILE.—Open to the Military.
First Prize:
Second:

12.—2.15 p.m.—HALF MILE.—Open to all.
First Prize:
Second:

13.—2.20 p.m.—ONE MILE BICYCLE RACE.—Open to all.
First Prize:
Second:

14.—2.25 p.m.—ONE MILE FLAT RACE.—Open to all.
First Prize:
Second:

15.—2.30 p.m.—TWO OF WAR.—2nd Heat.
Navy v. Military, 10 men a side. All to be pulled over. No holes to be dug in the ground before pulling. No sitting down. To be decided by one pull.

16.—3.30 p.m.—TWO OF WAR.—2nd Heat.
Civilians v. Police; same conditions as above.

17.—3.45 p.m.—100 YARDS (CHAMPIONS).—Open to first and seconds in the 100 yards.
First Prize:
Second:

18.—3.50 p.m.—120 YARDS VETERANS RACE.—Open to all over 40 years of age.
First Prize:
Second:

19.—4.00 p.m.—120 YARDS HURDLE RACE.—Open to all, 10 Flights.
First Prize:
Second:

20.—4.15 p.m.—HORSEPIE DANCE.—Open to all.
First Prize:
Second:

21.—4.30 p.m.—HIGHLAND FILING.—Open to all.
First Prize:
Second:

22.—4.45 p.m.—QUARTER MILE CHAMPIONS.—Open to first and seconds in the Quarter Miles.
First Prize:
Second:

23.—5.00 p.m.—TWO OF WAR, FINAL.—Open to the two winning teams. Prizes for winning team.

Announcements.

24.—5.15 p.m.—HALF MILE CHAMPIONS.—Open to first and seconds in the Half Miles.
First Prize:
Second:

25.—5.30 p.m.—SACK RACE.—100 Yards; open to all.
First Prize:
Second:

26.—5.45 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

27.—5.55 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

28.—6.10 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

29.—6.25 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

30.—6.40 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

31.—6.55 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

32.—7.10 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

33.—7.25 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

34.—7.40 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

35.—7.55 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

36.—8.10 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

37.—8.25 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

38.—8.40 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

39.—8.55 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

40.—9.10 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

41.—9.25 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

42.—9.40 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

43.—9.55 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

44.—10.10 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

45.—10.25 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

46.—10.40 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

47.—10.55 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

48.—11.10 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

49.—11.25 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

50.—11.40 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

51.—11.55 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

52.—12.10 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

53.—12.25 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

54.—12.40 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

55.—12.55 p.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

56.—1.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

57.—1.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

58.—1.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

59.—1.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

60.—2.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

61.—2.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

62.—2.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

63.—2.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

64.—3.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

65.—3.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

66.—3.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

67.—3.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

68.—4.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

69.—4.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

70.—4.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

71.—4.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

72.—5.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

73.—5.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

74.—5.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

75.—5.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

76.—6.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

77.—6.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

78.—6.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

79.—6.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

80.—7.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

81.—7.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

82.—7.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

83.—7.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

84.—8.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

85.—8.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

86.—8.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

87.—8.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

88.—9.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

89.—9.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

90.—9.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

91.—9.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

92.—10.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

93.—10.25 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

94.—10.40 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

95.—10.55 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

96.—11.10 a.m.—GOLD SAVE THE QUEEN!
First Prize:
Second:

Intimations.

THE HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the above Club will be held at the City Hall, on TUESDAY, the 17th of January, at 4.30 p.m. at which the following will be submitted for the approval of the Meeting—

RULE.

"If the Stewards or any ten Members of the Club who shall certify the same in writing shall be of opinion that the conduct of any member, either within or outside of the Club premises, and either in matters connected with racing or otherwise, has been injurious to the character, interests, welfare, good order, or credit of the Club, the Stewards shall request such member to resign, and if the member so requested shall not resign within one month after such request, the Stewards shall convene or call an Extraordinary General Meeting of the Club for the purpose of expelling the said member. Such Extraordinary General Meetings shall be convened, called and held, and the resolutions thereat shall be passed, confirmed, and circulated, in the manner prescribed by rules 31 and 32 of the Club."

This Meeting has been called in consequence of the following written requisition which is signed by ten resident Members of the Club.

Hongkong, 31st December, 1890.

To the Stewards of the HONGKONG JOCKEY CLUB.

Gentlemen,

We, the undersigned resident members of the Hongkong Jockey Club are of opinion that it is desirable for the interests of the Club that a Rule should be forthwith passed and confirmed, providing for the resignation or expulsion from the Club of any member whose conduct, either within or outside of the Club premises, and either in matters connected with racing or otherwise, has been injurious to the character, interests, welfare, good order, or credit of the Club.

Accordingly we hereby request that you will call an Extraordinary General Meeting of the Club under rules 30, 31 and 32, for the purpose of passing and confirming such a rule as above mentioned, and we suggest that such rule might be worded somewhat as follows.

(Here follows the Rule as above set out and the names of the ten resident members).

By Order of the Stewards of the Hongkong Jockey Club.

E. H. GORE-BOOTH,

Clerk of the Course.

Hongkong, 9th January, 1891.

THE SHANGHAI CHROMO AND PHOTO LITHOGRAPHIC COMPANY, (LIMITED).

Chromo Lithographers, Photo Lithographers, Lithographers Colourprinters, Colour Manufacturers, etc.

CAPITAL 50,000 TAELS.

PAID UP 30,000 TAELS.

BOARD OF DIRECTORS:

H. VINAY, Esq., Chairman.

JOHN MATTILAND, Esq.

N. E. CORNISH, Esq.

YUN ZIN CHAI, Esq.

LUK KING NAM, Esq.

TSO TSZE CHIM, Esq.

GENERAL MANAGER:

R. A. DE VILLARD, Esq.

BANKERS:

THE DEUTSCH ASIATISCHE BANK.

THE Company assisted by foreign (English) Chromo Artists and under foreign management undertake artistic works of any kind, as reproduction of Paintings and Lithographic Art works, colour printing of any kind (almanacs, show cards, placards, plans, maps, charts, labels of every kind, Chops, etc.) in foreign and Chinese style. Embossing and printing of Memoranda, fine art letter paper, cards, programmes, menus, etc., etc.

WALTER W. BREWER,

Sole Agent,

for Hongkong and the Southern ports.

Hongkong, 10th November, 1890.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-ninth Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 12, D'Aguiar Street, Hongkong, on FRIDAY, the 30th instant, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th instant, inclusive.

By Order of the Board of Directors,

ARNOLD, Secretary.

Hongkong, 10th January, 1891.

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FINAL CALL of \$10 (Ten Dollars) per Share in the above Company is hereby made, and is payable at the Hongkong and Shanghai Banking Corporation, on or before January 20th, 1891.

Interest at the rate of 12 per cent. per annum will be charged on all calls overdue.

By Order of the Board of Directors,

J. WHEELEY, Secretary.

Hongkong, 30th December, 1890.

THE CHINA BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that the FIRST CALL of Five Dollars (\$5) per Share on Shares in the above Company is payable to the Hongkong and Shanghai Banking Corporation on or before MONDAY, the 19th January, 1891.

Interest at the rate of 12 per cent. per annum will be charged on all calls overdue.

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 16th December, 1890.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that a CALL of 2 1/2 per Share on the original Shares in the above Company, and a further CALL of 2 1/2 per Share on the New Shares, is hereby made and is payable to the Hongkong and Shanghai Banking Corporation as follows:

The Call on the original shares on or before the 10th March, 1891, and on the new shares on or before the 10th April, 1891.

Interest at the rate of 10 per cent. per annum will be charged on all calls overdue.

ARNOLD, KARBURG & Co.,

Agents.

Hongkong, 9th January, 1891.

Intimations.

LOST.

\$10—REWARD!

LOST on or about Christmas Day a large BLACK RETRIEVER DOG. Answers to the name of "HERO." Is partially blind and deaf.

Anyone returning same to the undersigned, on furnishing such information as will lead to the recovery of the dog, will be rewarded as above.

Apply to:

B. F. TAYLOR,

Sailors' Home,

Hongkong, 14th January, 1891.

LABUK PLANTING COMPANY, LIMITED.

NOTICE is hereby given that the following Shares have this day been FORFEITED, and that the existing scrips are not now negotiable.

Nos. 4031/4035 = 5 Shares.

" 3391/3410 = 20 "

" 3431/3445 = 5 "

" 3406/3410 = 5 "

15 Shares.

TURNER & Co.,

General Managers.

Hongkong, 10th January, 1891.

NEW ORIENTAL BANK CORPORATION LIMITED.

A DIVIDEND for the half-year ended 30th September has been declared at the rate of 6 1/2 per cent. Coupons attached to Gold Share Warrants may be cashed, and dividends on Silver Share Warrants issued locally will be paid, on and after 15th January at the Hongkong Branch Office.

E. W. RUTTER,

Manager.

Hongkong, 8th January, 1891.

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that a CALL of \$3 per Share in the above Company is payable on or before the 31st day of February, 1891, and that all persons not having paid the amount of their Calls will be charged interest at the rate of 12 per cent. per annum from due date until payment in accordance with the Articles of Association.

W. H. WALKER,

Secretary.

Hongkong, 21st January, 1891.

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fourth Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, No. 4, Stanley Street, Victoria, Hongkong, on MONDAY, the 26th day of January, 1891, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 30th November last.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th instant, both days inclusive.

By Order of the Board of Directors,

E. W. MATTILAND, Secretary.

Hongkong, 8th January, 1891.

THE HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE undersigned is prepared to purchase FRACTIONAL CERTIFICATES at current market rates. Persons holding same are requested to apply at the Company's Office No. 4, Praya Central.

EDWARD OSBORNE,

Secretary.

Hongkong, 2nd December, 1890.

HONGKONG CRICKET CLUB.

LAWN TENNIS.

SINGLE HANDICAP.

ENTRIES for the above will CLOSE on SATURDAY, the 17th inst. Members wishing to enter will please sign the lists which are now lying in the Hongkong Club and Cricket Pavilion.

ENTRANCE FEE \$1.

ARTHUR K. TRAVERS,

Hon. Secretary, H.K.C.C.

Hongkong, 9th January, 1891.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the Third Ordinary MEETING of SHAREHOLDERS in this Company will be held at the City Hall, on MONDAY, the 26th January, 1891, at 12 o'clock noon, for the purpose of receiving the Report of the Board of Directors together with Statement of Accounts for the year ending 31st December, 1890.

The REGISTER of SHARES of the Company will be CLOSED from Monday 19th to Monday 26th January, 1891 (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 8th January, 1891.

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the Second Ordinary Yearly MEETING of SHAREHOLDERS in this Company will be held at the City Hall, on MONDAY, the 26th January, 1891, at 11.30 a.m., for the purpose of receiving the Report of the Board of Directors together with Statement of Accounts for the year ending 31st December, 1890.

The REGISTER of SHARES will be CLOSED from Monday the 19th to Monday the 26th January, 1891, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 8th January, 1891.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the Second Ordinary General MEETING of SHAREHOLDERS will be held at the Company's Office No. 5, Queen's Road Central, on MONDAY, the 19th January, 1891, at 12 o'clock noon, for the purpose of receiving the Report of the Board of Directors together with Statement of Accounts for the year ending 31st December, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from Monday the 12th to Monday the 19th January, 1891, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary.

Hongkong, 8th January, 1891.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that a CALL of 2 1/2 per Share on the original Shares in the above Company, and a further CALL of 2 1/2 per Share on the New Shares, is hereby made and is payable to the Hongkong and Shanghai Banking Corporation as follows:

The Call on the original shares on or before the 10th March, 1891, and on the new shares on or before the 10th April, 1891.

Interest at the rate of 10 per cent. per annum will be charged on all calls overdue.

ARNOLD, KARBURG & Co.,

Agents.

Hongkong, 9th January, 1891.

Intimations.

HONGKONG RIFLE ASSOCIATION.

A COMPETITION for the SUBSCRIPTION HANDICAP CHALLENGE CUP and RANGE SPOONS will be held on SATURDAY next, the 17th inst., at 1.30 P.M. Distances 100 yards and 200 yards. Ten shots at each. Any position. Entrance Fee 10 cents. A Launch will leave the P. & O. Pier at 3 P.M. to take over competitors.

C. VIVIAN IADDS,

Hon. Secretary.

Hongkong, 13th January, 1891.

NEARLY READY.

THE BRITISH "NEW NAVIGATION," and the FRENCH "NEW NAVIGATION" simplified by JOHN AMBROSE CLARKE, teacher of Officers and Engineers, Hongkong. Also correspondence to the local papers on physical astronomy by the author of this work.

In addition to the superscribed, Exact Methods are given for deducing Heights and Distances of Mountains, with Tables to solve the questions. Also a most interesting problem, relative to the Shadow going back upon the Dial of Ahas.

Published A.D. 1891, being the year of the Author's Jubilee, and likewise of Hongkong's Del Gratia.

Note.—The author's numerous successful pupils on the Coast of China will doubtless be anxious to purchase a Copy of the Marvellous Work, and if so, kindly send me an order quickly, for there only one hundred copies.

PRICE \$5.

J. A. CLARKE.

Hongkong, 9th January, 1891.

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS.

YAU-MAT-TE ENGINEERING WORKS, KOWLOON.

OFFICE—No. 12, D'Aguiar Street.

Hongkong, 27th August, 1890.

NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 11th June, 1890.

W. S. MARTEN,

ARTISTIC DECORATOR,

2, DUDDELL STREET, HONGKONG.

Hongkong, 6th April, 1890.

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark on open hand in red.

REJECT ALL OTHERS.

Agents in Hongkong

F. BLACKHEAD & Co.

Hongkong, 26th July, 1890.

Dr. Knorr's

ANTIPYRINE.

(Dose for Adults 15 to 25 grains, 3 or 4 times a day.)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for Dr. KNORR'S ANTI-PIRINE! Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong, 20th May, 1890.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

WINTER TIME-TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

12 (noon) to 1 P.M. every quarter of an hour.

1 to 2 P.M. every half hour.

3 to 7.30 P.M. every quarter of an hour.

SATURDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

CHURCH TRAM at 10.40 A.M.

12 (NOON) to 1 P.M. every quarter of an hour.

3 to 7.30 P.M. every quarter of an hour.

9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co.,

General Managers.

Hongkong, 24th December, 1890.

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd.,

15 Bond, Yokohama,

sent door to door.

Tokyo's Photographic Studio.

Hongkong, 24th December, 1890.

Hotels.

THE BORNEO HOTEL AND STORES COMPANY, LIMITED.

ESTABLISHED 1882.

STORE DEPARTMENT, (Late Sandakan Store).

WHISKY, BRANDY, CHAMPAGNE, CLARET, WHITE-BORDEAUX WINES, and LIQUEURS, BITTERS, &c., &c., &c. IMPORTED DIRECT FROM EUROPE.

Sole Agents for—

THE STRAITS & SINGAPORE AERATED WATER COMPANY'S MINERAL WATERS.

PROVISIONS.

IMPORTED direct from all the best English, Dutch, Australian, and American provision Manufacturers, and sold at very reasonable prices, for Cash with 5 per cent. discount—no credit beyond one month.

The manager also undertakes Auction sales by arrangement, of Furniture, Houses, Land, Timber, Produce, &c., on very moderate terms.

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The Hongkong Telegraph.

No. 2743.

THURSDAY, JANUARY 15, 1891.

SIX DOLLARS
PER QUARTER

BIRTHS.

At No. 4, Bellis Terrace, on the 12th inst., the wife of CHARLES MOONEY, of a son.

At No. 1, Albany, on the 10th inst., the wife of J. S. JUDAH, of a son.

MARRIAGE.

At Hongkong, on Saturday, the 10th January, 1891, by the Rev. G. H. Bondfield, GEORGE SHEPHERD of Saigon, to HELEN MCLENNAN, of Inverness.

The Hongkong Telegraph.

HONGKONG, THURSDAY, JANUARY 15, 1891.

TRIAL BY JURY IN HONGKONG.

In commenting in our columns a few weeks ago on the notorious so-called "Conspiracy" case, a legal correspondent, after conclusively demonstrating the disgraceful injustice of the verdict arrived at by the "odd-man" majority of four jurors against three which resulted in the conviction and imprisonment of two innocent men, gave emphatic expression to the opinion that a Court of Appeal for Criminal Cases was badly wanted in this colony. In that opinion we heartily concurred, as the necessity for some adequate change in a system which places, without right of appeal, the liberty of the subject at the mercy of a single unit in a jury that is rarely free from personal prejudices, and in the hands of a judge who, after practically directing an acquittal, may consider it his duty to set aside his own convictions, his express legal knowledge and judicial privileges, sacrifice justice to mere form by adhering to the lifeless letter of the law while rejecting its spirit, was only too plainly evidenced in the case just referred to. We have hitherto scrupulously abstained from directly dealing editorially with the history of the scandalous conviction and most unjust sentence in this case, believing that the Officer Administering the Government, on the whole facts and circumstances being brought to his notice and placed under the searching light of skilled and impartial investigation, could not fail to at once recognise that outraged justice demanded the exercise of his prerogative in the release of the hapless victims of the most glaring and indefensible blunder ever known in any criminal trial in the local Supreme Court. Our belief in this respect has proved an altogether mistaken one; whether or not Mr. FRANCIS FLEMING lacked the courage of his opinions, felt the burden of his official responsibilities too heavy for his shoulders, or was too much under the influence and direction of "the leading citizens" who appear to have dictated his course of action in almost all public questions submitted to his decision, we cannot say; but it is a matter of common knowledge that three separate petitions—one each from the outraged prisoners which in themselves would be a sufficient vindication in the eyes of unprejudiced arbitrators, and a most influentially signed memorial from the Hongkong public—have been shelved for weeks, and not even considered deserving of a courteous acknowledgment. What ever the merits of these petitions might be in the late Administrator's eyes, there certainly can be no excuse, no justification for their having been totally ignored. If these documents were held to be undeserving of, or not entitled to the consideration solicited, if nothing were shown by the petitioners to justify the interference of the Head of the Executive with the jury's decision and the Judge's sentence, if the strong and almost universal expression of public dissatisfaction with the verdict did not outweigh the adverse opinion of the one jurymen,—if, in fact, the whole circumstances failed to warrant the exercise of that quality of mercy which is the brightest gem of the prerogative appealed to, it was no less the bounden duty of his Excellency to convey to the petitioners or their representatives a proper intimation of whatever conclusion had been arrived at. It would be no excuse, but rather an exhibition of unpardonable weakness, for Mr. FLEMING to urge that he waited until the arrival of Sir WILLIAM DE VAX before deciding anything; as the Governor's *locum tenens* he was invested with full executive authority so long as he held the supreme office, and the failure to recognise and give independent effect to the powers and responsibilities of his almost autocratic position, so frequently displayed during the past ten months, stands as a permanent record of this official's total unfitness to be entrusted with the reins of government.

Although uncontrolled in any way as to the latitude of our criticisms on the indefensible results of this falsely designated Conspiracy case, we have nevertheless to remember that the responsible Editor of this journal and his comrade in misfortune are still in the clutches of the just and merciful instruments established, in to maintain the dignity of the law, and to consider how far our animadversions might tend to their prejudice. It is, of course, sufficiently understood that there is a very little probability of the baneful influence which would appear to have left Mr. Administrator FLEMING in the position of the man between the two bundles of straw, having the slightest effect on the judgment of decision of Governor DE VAX; but as our present mission is rather a public than a private one, and our aim to advocate a universal benefit, and not merely to uphold the special claims of individuals, we think it would be to confine our references as close as possible to the attainment of our avowed object, leaving to those directly concerned the vindication of their own reputation and

fair fame, which, we doubt not, will in good time be accomplished as thoroughly and completely as even the most exacting of official sceptics could desire. We need only say that the baseless verdict of the four jurors will be made as clear as day in the Supreme Court and afterwards, we doubt not, publicly admitted by the Government; and that the question of the fairness or otherwise of the Chief Justice's harsh sentence of six months' imprisonment with hard labour on two men of whose innocence he could not possibly, and from his summing up, evidently did not, have the slightest doubt, is at present a matter between Sir JAMES RUSSELL and his own conscience.

In returning to the subject of our contention that a better safeguard to personal liberty than now exists is urgently required in Hongkong, we submit that the verdict in the Conspiracy case is in itself an unanswerable argument in favor of a radical change in a dangerous jury system. It is not very creditable to the administration of justice in our criminal courts that the liberty of the subject, with all the inevitable attendant degradation and suffering of a conviction, should rest on such a flimsy and unreliable test as the casting vote of a single man, and without any right of appeal. That all Hongkong jurors are not blessed with the wisdom and judgment of Solomon we have good grounds for knowing, and there is only too much reason to fear that the list of totally guiltless persons now doing penance in Victoria Gaol is not limited to the two members of the staff of this journal. The peculiar prejudices of the average Hongkong citizen are notorious. Almost daily we have brought to our notice instances of men summoned to act as jurymen in cases set for trial calmly giving their views and decisions before hearing a word of evidence or knowing anything beyond the merest outline of the facts. For example, one of the four special jurors whose verdict decided the Conspiracy case, stated in the presence of witnesses two or three days before the trial that the charge was ridiculous as against one of the defendants, but he thought it might have some foundation against the other. And yet this gentleman, whose identity is no secret, on discovering that one person could not legally be found guilty of conspiring with himself, voted for the conviction of both the accused, including the one of whose entire innocence he had unsolicited expressed himself thoroughly convinced, and of which, after the Judge's summing up, he could not possibly have entertained any reasonable doubt. That is only one instance out of many which could be quoted to show what a curious lottery trial by jury has become in Hongkong under the present system, but it is quite enough for our purpose. In Singapore the number of jurors (seven) in criminal trials is the same as here, but it requires a majority of at least five to two to convict, and even then the judge must concur or the verdict does not stand. Five to two will acquit either with or without the concurrence of the judge. It will thus be seen that by strict legal provision the liberty of the subject is much better safeguarded in the Straits Settlements than is the case here; and it is further worthy of special attention that the Singapore judges make it a rule to use every effort to obtain a unanimous verdict in all criminal cases. In a recent important trial at that city, known as the Protectorate case, the jury returned a verdict of guilty by a majority of six to one; but Chief Justice O'MALLEY was not satisfied, and after pointing out the desirability of unanimity, requested the jury to retire and reconsider the verdict. Mr. O'MALLEY doubtless remembered that this was the practice in Hongkong of such an eminent judge as Sir JOHN SMALL, and we are glad to find that the late Attorney-General of this colony is following such an excellent example in his present high position. Of course the question naturally arises—If this has been the practice in Hongkong, and that it is an admirable practice all will allow—why did not Sir JAMES RUSSELL in the Conspiracy case, where the majority for conviction was only one, send back the jury to reconsider their verdict? Why did his lordship in this particular trial, with a verdict totally opposed to the weight of evidence and to his own adjudication of its merits, ignore the judicial, humane, and thoughtful practice of his accomplished and honored predecessors on the Hongkong Bench? Chief Justice RUSSELL can alone answer these pertinent questions; that he ever will answer them, or that he can do so satisfactorily, remains to be seen; but that there appears a strong necessity for some explanation will be the opinion of every lover of public justice not only in this colony but throughout the Far East, the more especially as after a summing up that was as fifty to one in favor of the defendants, a sentence was passed that has been plainly described by the public press of other ports as brutal and unjustifiable.

The assimilation of our jury law (*Ordinance No. 11 of 1864*) to that of the Straits Settlements would undoubtedly do much to remove the dangerous uncertainty which now exists with our one man verdict; but in addition to this alteration, we contend that a further safeguard is desirable either in a right of appeal or to a new trial under certain plainly defined conditions. Any person found guilty by a magistrate is allowed to appeal to a higher tribunal, and can therefore rely on obtaining substantial justice; but if convicted by the casting vote of a single jurymen, he has no remedy, even although the conviction is an outrage on law, justice, and common-sense. The

right of appeal from a magistrate's decision was established so that no person's liberty should be at the arbitrary disposal of any one man however legally qualified; and yet in the Supreme Court we find that a single juror, who is scarcely likely to have the legal acumen or general intelligence of any ordinary magistrate, has the absolute power to turn the scale between acquittal and conviction. When the Conspiracy case was brought up at the Police Court, the magistrate (Mr. A. G. WISE) gave as his reason for committing it for trial that it would be more satisfactory to the defendants to be vindicated by the decision of twelve men than by the opinion of one; but his Worship forgot that the juries are not composed of twelve men in Hongkong and that a verdict need not necessarily be arrived at by a unanimous vote; nor could he foresee that eventually the issue would actually resolve itself into the bare decision of one irresponsible jurymen. Can it be doubted that any defendant would fifty times rather trust to the judgment of an impartial magistrate and experienced lawyer like Mr. A. G. WISE than have his good name and personal liberty at the disposal of a probably prejudiced and incompetent jurymen, who, as in this particular trial which the Chief Justice stated was a very difficult case, willfully ignored the Judge's plain directions? If a Criminal Court of Appeal is considered desirable in England where a jury of twelve have to be unanimous, how much more must it be desirable in this colony, with its odd-man legal verdicts?

At the recent Norwich November Assizes Mr. JUSTICE HAWKINS, in charging the Grand Jury, referred to the expediency of forming a Court of Appeal in criminal cases as a matter of grave importance. He said there was a class of cases for which a great many humane-thinking people considered the establishment to such a safeguard to the liberty of the subject a desirable thing. The class of cases alluded to were those to which the popular term of "miscarriage of justice" had been given—an expression his lordship did not like, because in his opinion it confessed to a meaning which the words did not imply. In a sense, according to Sir HENRY HAWKINS, a Court of Criminal Appeal was impracticable for all cases—his lordship did not specify what class of cases were beyond the pale, nor why; but he thought that a new trial might be allowed with the approval of the Home Secretary and the judge who tried the case. His lordship also considered that every man accused of a criminal offence should have the right to give evidence on oath. If when challenged before the magistrates he elected to tell his own tale. After this expression of opinion by such an eminent judge, perhaps some of our local law reformers, remnants of that defunct fraud—the Law Revision Committee, may now see their way to doing something towards improving a few of the most glaring legal anomalies which, to the disgrace of this colony, are still allowed to convict innocent men and fetter the wheels of public justice.

THE EXERCISE OF THE GOVERNOR'S PREROGATIVE.

Fiat justitia ruat cælum! An anonymous correspondent of the *China Mail* tries to make out that the commutation of the capital sentence passed at the December sessions on the wretched homicide TSANG ALI to twenty years' penal servitude is a direct encouragement to murder, and that the merciful view of the man's crime, taken by the Executive is simply turning the administration of justice into a farce. These brave words from this self-appointed censor, but they would have more effect on the public mind if the gentleman had exhibited the courage of his opinions by addressing his name to his frothy fulmination against the Government. "The huge army of useless officials," "the semi-barbarous population of the colony," etc., etc. It is so safe and so easy to indulge in wholesale vituperation against constituted authority, or against anybody and everybody, under the convenient cloak of a *non de plume* the bravo of the pen dares no personal risk, but in this particular instance runs riot behind a fence, being afraid to drop the mask and stand face to face with his convictions. We do not mean to contend that there are not many topics which can be profitably discussed in the public newspapers, by anonymous correspondents—far from it indeed, but in a case of this kind, where the matter at issue is after all a mere difference of opinion on the vexed question of capital punishment, the very strong language this individual elects to indulge in would have looked much better had it been printed over a recognisable signature. However, let us now see how this exercise of the Governor's prerogative is, as this person asserts, "encouraging murder."

We are told that commutation of the sentence is a "scandalous neglect of the Hongkong Government to perform the prime duty of every Government, the execution of justice," and a comparison is attempted to be made between this case and one that has recently created a great deal of sensation in London—the Kentish Town tragedy. The *China Mail* correspondent asserts that the details of the two murders are "equally revolting"; that the motive was similar; that there was certainly more excuse for the woman's jealousy than for the Chinaman's; and that both murderers were "unwisely found guilty and condemned to death." "But here," shrieks our right-about-face advocate, "the blood is for blood." "But the similarly ends." The Home Government

in spite of the fact that the prisoner is a woman, and notwithstanding the strong sentiment that exists against capital punishment in general, and more especially in the case of women in a land so highly civilised as England, rigorously carries out the sentence of the Court. The Hongkong Government, in spite of the fact that the Chinaman gloried (sic) in his deed, and notwithstanding the strong sentiment that exists in favor of capital punishment as necessary in a colony of which four-fifths of the population are semi-barbarous, commutes the sentence to one of imprisonment and calls its weakness and incapacity mercy. Mercy! Instead of society being rid of a dangerous man, the man is already too crowded a gaol for a period of fifteen years and then cast adrift, ten fold more the child of Hell than he was before. And that is mercy!

No, friend "Justice"—that, by the way, is the critic's most inappropriate allusion—the picture you have drawn does not represent that white-robed Mæcenas, which, as SHAKESPEARE tells us, droppeth as the gentle rain from heaven; it is a compound of superficial falsehood, gross exaggeration, and underbred, brutal ignorance. It is the black venom of a narrow-minded bigot who doesn't even have the decency to be honest in his degrading lust for human blood. And where is the alleged similarity of detail between the slaying of CHUK KUM HAT in Hongkong and the fearful murder of Mrs. HOGG and her little daughter PRUE in London? Jealousy, or something akin to that green-eyed monster, it is true, was the keystone to both crimes; but TSANG ALI killed his rival in the heat of passion during a quarrel, whereas MARY ELIZABETH WHEELER, better known as Mrs. PRUE, deliberately and in cold blood planned the murder of her paramour's wife, deceived the unfortunate woman and her helpless child to the house in Priory Street, Kentish Town, and with cruelly aimed beyond belief committed one of the most fiendish crimes of the century. And TSANG ALI did not glory in his crime, he simply admitted that he had slain CHUK KUM HAT; Mrs. PRUE, a double murderer, after a sham confession strenuously denied her guilt and fought out to the last. There is not the remotest resemblance between the two cases; but had they been twin-brothers in every detail, the carrying out of a barbarous and obsolete form of punishment in civilised England, the judicial murder in cold blood of a wretched, God-forsaken woman who was placed beyond all further evil deeds, would not have been any justification for a jubilee straining celebration in the court-yard of Victoria Gaol. The shame, the triumph of humanity over brutal blood-thirstiness is with semi-barbarous Hongkong. Let us hasten to assure "Justice" that the select society to which he evidently belongs will be as effectually rid of TSANG ALI as if that culprit had been launched into eternity at the end of a rope, that he will be neither half-starved nor brutalised, and that the humanising influences of twenty years' gaol discipline will effectually prevent his being cast adrift "ten-fold more the child of Hell than he was before"—whatever that extraordinary phrase may mean. The commutation of the death sentence to what is practically life imprisonment is not mercy, friend "Justice"; it is retribution, and an awful but deserved punishment for the most heinous of all crimes.

In his moonstruck anguish this worshipper of the gallows kicks out blindly at Governor DE VAX and the Executive Council. He prophesies that the *Namoa* pirates, if caught, will be imprisoned for ten years and then sent forth more disposed for villainy than before. How he knows all this he is careful to keep to himself, and perhaps it is better so. He mournfully tells us that the present Government has proved itself "hopelessly incapable" of carrying out its chief function—hanging convicted criminals; the chief function of Government according to this authority, and fervently prays for a Military Governor or some other form of relief. And then he suggests that "the huge army of useless officials who are eating the life out of the colony," which is most considerate on his part, as he might have recommended hanging as an easier and more summary method of getting rid of them. After all this has been accomplished—the Military Governor, the wholesale "sacking" of useless and hungry officials, and the promoters of bogus companies and other parasites on public credulity—"Justice" is of opinion that Hongkong will then have cause for celebrating its Jubilee. No doubt.

The versatile if rather inconsistent Editor of our religious contemporary rises to the occasion as usual. He says that there is a good deal of truth in "Justice's" animadversions, but thinks it would have been better if that immaculate censor and moralist, before commencing to write, had put his head in a sack, in a bucket, or in a bottle.

PIRACY AND ITS PREVENTION.

At the magisterial inquiry into the *Namoa* piracy a new feature was introduced into the investigation last Thursday by Mr. G. B. ELPHINSTONE, chief officer of the *Albatross*, being called upon to give his opinion as to the present measures necessary to protect vessels sailing out of this port from similar outrages. Whether this port comes within the scope of what is called a "Cordon" or not, the death of Captain FOSCO, Mr. PATRICK, and the other victims of the practical

attack may be a matter of doubt, but in any case the question is one which the Government authorities must effectually deal with as early as possible. Mr. ELPHINSTONE's views as to measures of prevention are almost identical with the suggestions made in these columns some weeks since. He considers that all passengers' luggage should be thoroughly examined before being shipped, as is done at all the Treaty Ports of China by the Imperial Maritime Customs, and suggests that this examination should be conducted under the direction and control of the local Government. Chinese passengers ought to be carefully searched, and all arms or dangerous combustibles strictly prohibited from being taken on board. These duties, in this expert's opinion, could not be efficiently performed by the regular officers of any vessel, who have their own particular duties to attend to; and he, therefore, considers that examination sheds should be established at each wharf in the colony, and placed in charge of employees of the Government. His reason for "saddling" the Government with this responsibility is a rather curious one—namely, that if the proposed examination of Chinese passengers and their baggage were adopted and put into operation by only one shipping company or firm, a good deal of odium would attach to that firm or company, and unless the whole of the shipping firms and companies agreed to combine in these preventive measures, those who insisted on what no doubt will be considered as inconveniences in the way of Chinese passengers, would be greatly prejudiced. This may be all very true, and *prima facie* it is sensible reasoning, but did it not strike Mr. ELPHINSTONE, and it is not apparent to everybody else who has given the subject careful consideration, that the proposed remedy, in order to be effective, must be made compulsory by law? If any action is taken by the Hongkong Government to place murderous pirates like those associated with the steamers *Spark*, *Greyhound*, *Namoa*, and others almost equally notorious, beyond the range of possibility, so far as ships loading in and sailing from this colony are concerned, it must be universal in its application—all vessels must be bound by the same rules. And, of course, whatever measures it may be considered advisable to adopt for the safety of the travelling public they can only be rendered operative by special legal enactment.

Now, we agree with the Chief Officer of the *Namoa* that it would probably be the better plan to have the proposed examination sheds under Government control; but still it must not be lost sight of that there are one or two difficulties that may prove obstructive. The amusing fiction about Hongkong being a free port, and all sentimental "bosh" of that sort need not be seriously considered. In face of the tangible existence of a Chinese Customs office in Queen's Road Central and of a blockade of the entire island by cruisers flying the dragon flag that has never been so strict and so injurious to our native commerce as at present; in addition to the disagreeable fact that a wholesale search of passengers is actively carried on under Government sanction by the myrmidons of the Opium Farmer, not only on board every ship that arrives in harbour but actually in the public streets and thoroughfares of the colony. But what must be seriously regarded is the very important question of finance. If the Government could see its way to add to the duties of the Harbour Department, or to increase the scope of the Imports and Exports Office, to the extent indicated by Mr. ELPHINSTONE, the question arises as to who will pay for this additional safeguard to the safety of the officers and passengers of coasting vessels. That is, really the point to be decided, and on which there are bound to be differences of opinion. The Government will urge that it is the business of the shipping firms and companies to adequately provide for the safety of their officers and passengers; and, on the other hand, the representatives of shipping interests will contend that this is a duty the Government owes to the people. We have no hesitation in giving our opinion that the cost of these undoubtedly necessary precautions in a place like Hongkong should be defrayed by the shipowners. Officers of ships are or ought to be well acquainted with the risks they have to run, and it is their own fault if they do not provide as far as can be done for their own protection; but to ensure the safety of passengers from murder and robbery while on board ship, is clearly the duty of the shipowners to their clients, and a law to enforce that obligation being properly carried out is the inevitable sequel to the *Namoa* tragedy. But in addition to these precautions on shore, the necessity for stricter discipline on board ships is obvious. All officers should be compelled while on watch to wear some sort of uniform and to carry a revolver, and as the *Namoa* affair clearly indicated, some means of combining in the event of a piratical attack should be provided on board every ship. Half a dozen resolute men armed with revolvers could hold fifty Chinamen at bay, but they must be prepared and trained. OLIVER CROWLEY, forcibly expressed it while testifying in God's court, "their powder dry."

LOCAL AND GENERAL.

It is reported that the Chinese troopship *Franklin* will shortly take troops from Nanking to Formosa.

Mr. J. M. LINDSAY, who took dock on the 14th inst., is reported to be en route to Singapore to meet the new commandant-in-chief.

A WEAK mind sinks under prosperity, as well as under adversity. A strong and deep one has two highest tides—when the moon is at the full and when there is no moon.

Messrs. Hopkin, Dunn & Co. put the Austro-Hungarian steamer *Asulin Maru* up to auction at Shanghai on the 8th inst. for the third time. She was knocked down to Mr. H. P. Reynell, of Kobe, her original owner, for £17,000.

Mr. T. C. BRYAN, who has taken the principal part in the reconstruction of Messrs. Baring Bros. & Co., and has accepted unlimited liability in the new company, left the old firm about a year ago because of his disapproval of the Argentine ventures.

OUR Shanghai evening contemporary reports that since the burning of the steamer *Shanghai* five consignees of cargo for the river ports have been rushing to the local insurance offices to insure all sorts of goods. It is an ill wind that blows good for the insurance companies! Big "divs" in store next June.

RUMOUR has it, says the *Pingang Gazette*, that R. von de Himm has sold off his tobacco estates in Sumatra for the handsome sum of one million guilders or one hundred thousand pounds, exclusive of the year's crop. The profits of which are roughly put down at fifty thousand dollars.

THE Emperor of Japan has sanctioned the Bill passed by the Diet for the opening of additional harbours for export purposes, and has also sanctioned that Kishio will be among the number. Progress is evidently "the order of the day" with the powers that be in the Land of the Rising Sun.

THE *W. C. Daily News* says that no corroboration of the alleged story of a conspiracy for accidentally shooting a native during a holiday boat trip is obtainable, and it is probable that the whole story is a fabrication. It will be remembered that we published a paragraph respecting the first rumours connected with this subject last week.

A JAPANESE native states that General T. Gendai, Vice-President of the Korean Home Office, had been authorized to raise a \$2,000,000 loan for the Korean Government at 6 per cent. interest, but that in consequence of objections having been raised by a neighbouring Power, the Government is hesitating whether or not to proceed with the loan. Ahem!

THE *Shanghai Mercury* hears that the China Merchants S. N. Co. have doubled the river fares for native passengers. This, it is stated, is a precautionary measure to restrict bad characters, thieves, and loafers, from crowding the company's vessels, as a chop-lying has been taking place while the rates were low, in the hope of picking up any unconsidered trifles, and doing other mischief. The Canton-Hongkong liners might do likewise with advantage.

THE Board of Works has received Imperial instructions to commence the building of the Temple of Heaven as soon as the materials arrive from abroad. The auspicious day set by the Board of Astronomy is the 26th of the 10th month. The Board of Revenue has sanctioned the 20,000, the first instalment for taxation. The cost of reconstruction will be enormous, but the House of Worship for the "Son of Heaven" must be prepared.

LEADING Japanese politicians, according to the *Yokohama Specie*, are beginning to would appear to turn their attention more in the matter of foreign policy to countries nearer home than those of Europe and America. Viscount Aoki, Minister for Foreign Affairs, is said to have already entered upon this new policy and the questions recently put in Parliament regarding Korea have awakened the Cabinet more to their responsibility in this direction. The *Yokohama* however, that Viscount Aoki will decline to answer the questions asked regarding affairs in Korea.

He was of the church militant. The Rev. Thomas R. James, rector of Luckington, Wilts, was dissatisfied with the manner in which his choir intoned the Psalms the other Sunday, and forcibly expressed his dissatisfaction by praising God and clouting little Tommy Harris, across the head with a prayer-book. Tommy went into the church again, after being physically chastised with the Word of God, for his hat, and on a Sunday in the vestry the chosen disciple of the Rev. Thomas again made a chop-lying of his head until blood ran to the floor. At the Malmesbury Petty Sessions the Rev. Thomas was fined 25s and costs, and got off cheap at the price.

THE assault at arms given at the Lyceum Theatre Thursday evening, the 10th inst., by the officers and men of H. M. S. *Seymour* assisted by a few residents, was one of the best performances, if not the best ever given in Shanghai. No one could doubt that it is action which most allures us, who saw the Lyceum crammed as it was on Thursday from top to bottom, so that there was hardly even standing room. All nationalities were represented, and the scene was heightened by the dresses of the ladies, who were interspersed with naval officers in full uniform, and sailors in their uniform. Some, no doubt, can contribute their share to the object of the performance, the relief of the widows and orphans of those lost in H. M. S. *Seymour*, all to enjoy that most attractive of nights, namely strength, discipline, and well-directed. The whole entertainment ended with the singing of "God save the Queen!" by all on the stage and in the house, and cheers for the audience and for the *Seymour* wound up a most delightful evening.

REPORTS come in from various parts of the surrounding country, showing that organized bands of robbers are prowling about; theyling wherever they get the chance. In Kashiung, says the *Mercury*, three native post offices were recently robbed of all their letters. Rumour has it that the Triad men are very much emboldened since the death of the Viceroy, Tseng at Nanking, and the more peaceably disposed people are in a predicament from this quarter. Popular rumour amongst the Chinese even goes so far as to say that the steamship *Shanghai* was purposely set on fire for the sake of pillage by the emissaries of these daring robbers; but we may say we do not believe it, though the subsequent action of the practical population along the river banks would in a measure go to support this somewhat wild theory. The authorities, it is said, have often been in this predicament, but have been unable to do anything in the way of the Yangtze, by a British gunboat or two. But apparently the only use of English warships nowadays is to be employed in a comfortable harbour, while British property and lives are left to the tender mercies of Chinese pirates, all along the coast from Hongkong to Canton.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. Fielding Clarke, Puisne Judge).

January 12th, 1891.

A PETTY COLLISION CASE.

The owner of a Chinese passenger boat sued Messrs. Lane, Crawford & Co. for \$50 as damages sustained by his boat when in collision with the defendant's steam launch in the harbour on the 6th instant. He also claimed \$50 as compensation for cargo lost and damaged at the time of the collision. Mr. Gedge, of Messrs. Johnson, Stokes and Masters office, appeared for the plaintiff, and Mr. Hastings, of Messrs. Wotton and Deacon's office, was for the defendant company.

Wong Sing plaintiff, said he was the master of the *Wo Sing* passenger boat. He sailed from Shau-ki-wan on the 6th ultimo at 7.30 a.m. for Hongkong with a number of passengers and some cargo. As he passed the *Hankow* wharf the pilot was lowered. Just then a steam launch was seen about 150 yards distant. His boat was moving in a westerly direction towards the anchorage at the *Fatshan* wharf. The launch was coming from the direction of Stonecutters Island and was going at full speed. He and others on the launch shouted to the launch, but it came on and struck his vessel on the starboard side, with its stern, just between the main-mast and stern. The cargo fell overboard by reason of the violence of the collision. The hole made in the side of his vessel was seven feet long by about one foot wide. The launch kept on her course right up to the time of collision. After the collision she reversed her engines. The helmsman on the launch admitted his mistake and towed the passenger boat to Shau-ki-wan.

Cross-examined.—At the time of the collision the wind was blowing fresh from the S.E. There were no other junks close beside them, running in the same direction. When his junk approached the *Hankow* wharf they lowered the sails, and after the collision his vessel had no sails set at all. When the launch was 150 yards distant the sailors were for and preparing to let go the anchor. He saw the launch and shouted to the men on board to go astern of his vessel. He did not change his helm but went on his course steadily. He did not know what the cargo consisted of until he received an account for it from the *Chung Wo* shop a few days later. He "squared" the account by writing it off the said firm's indebtedness to him for freight. He produced a stamped receipt to prove the transaction. It was the fault of his *foh* that his junk was towed by the launch to Shau-ki-wan after the collision. He, personally, did not approve of it.

The steersman was then called and said he was at the helm at the time of the collision. The bow of the launch was nothing towards the west. He was struck by the handle of the rudder, which swung round through the force of the collision, and had been twisted at the handle. The hole made in the junk was five feet in length and one foot in width. He knew nothing of the cargo, except that it was damaged.

By his lordship.—If we had not lowered sail the accident would not have happened. The sails were lowered when the launch was first seen at a distance of about 200 yards. The launch had sufficient time to have got out of our way. I think the collision occurred through the launch trying to cross our bow. It was impossible for us to have avoided the collision, because there was no room for us to alter our course.

Luk Fuk, a passenger, gave similar evidence and Lau Chew, a contractor, gave evidence of repairing the damage done to the junk for \$22.50.

January 13th.

The further hearing of the case was adjourned until to-morrow.

The further hearing of a claim of \$100 for damage done to plaintiff's junk by the defendant's launch was resumed this morning. Mr. Gedge, of Messrs. Johnson, Stokes and Masters, was for the plaintiff, and Mr. Hastings, of Messrs. Wotton and Deacon, for the defendant's.

Ng Yai, steersman of Messrs. Lane, Crawford & Co.'s launch, said he was steersman on board the launch on the morning of the 6th December. When he saw the plaintiff's junk he blew his whistle. The junk had for sail set and was sailing at a good speed through the water. He saw two other junks on the starboard side of the plaintiff's junk. Witness kept on his course and noticing the junk coming towards him he attempted to alter it by crossing her bow so as to avert a collision, but finding he could not do so he stopped the engines, and the junk ran into the launch. The launch at the time was only going slow. He did not starboard his helm and go under the stern of the junk because the launch would have been run into by the other two junks. After the collision, he took the junk to tow to the Canton steamers' wharf. The damage done was only slight, the plank being bent in. The damage was above the water line and no water got into the junk. After towing the junk to the wharf the plaintiff asked him for \$50. Witness offered \$5. The plaintiff refused that sum and he reduced his claim to \$40, and afterwards to ten taels. Witness then made him an offer of \$10 and a tow to Shau-ki-wan, which was agreed to. He then spoke to Mr. Jackson, who afterwards saw Mr. McCallum, about it, and witness was told to ask the plaintiff to come on the following Monday for the money. He then went on board his junk and witness towed him to Shau-ki-wan. The damage done to the junk would only amount to \$5 repaid by a carpenter. Witness saw about six or seven of the junk broken and did not see any roll overboard.

In cross-examination, witness said he was going about 8 p.m. at the time of first seeing the junk. There were no sailing vessels on board the launch, but he was well acquainted with the rules regarding junks in the harbour. He tried to cross the bow of the junk but could not, and had he altered his course he would have run into other junks. The plaintiff accused witness of negligence and he admitted it was his fault.

(Walter Jackson, assistant in Messrs. Lane, Crawford & Co.'s, said he remembered the 6th December, when an accident occurred to the junk. He saw the master of the junk in the store. The last witness was speaking in Chinese to the plaintiff, and he understood the latter wanted \$50 as damages, to which he replied " rubbish." He next saw plaintiff about 10 p.m. outside the store and again speaking with him. The conversation was in Chinese and the steersman told him that the plaintiff was willing to accept \$10 and a tow to Shau-ki-wan. Witness afterwards spoke to Mr. McCallum, who said he would arrange the matter. The damage done to the launch was only slight, and she was now in dock for her usual repairs.)

Chung Yau, a seaman, and a boatman gave similar evidence respecting the accident.

Mr. Gedge submitted that the only question appeared to be that of damages, as the collision was admitted. He thought it very unlikely that the plaintiff should have agreed to so small an amount and he submitted the weight of evidence was on his side that no such agreement was made.

His lordship, in giving judgment, said there was no doubt about the negligence of the steersman of the launch, for he had starboarded his helm and ran into the junk, but he thought the steersman was extremely in fault for being in such a position. The plaintiff was not to blame as he was going direct to his anchorage. He reviewed the evidence at some length and pointed out the unlikely story told by the plaintiff with respect to the cargo damaged being only that of the *Chan Wo* shop. The claim was an exorbitant one, and he thought the plaintiff having suffered some small injury took advantage to get something out of the defendants, and that he further thought the steersman's idea of the amount of damage done was not far out. He did not believe that much damage was done to the launch or that any of the jars rolled overboard. He did not believe a jar was even lost, but he believed a few jars were broken. He was inclined to believe there was an agreement to accept the \$10, and although the plaintiff said there was not he had brought forward no witness to corroborate his evidence. He would give plaintiff judgment for the amount paid into Court, and no costs would be allowed.

THE DARING ROBBERY IN THE HARBOUR.

EVIDENCE FOR THE PROSECUTION.

The four ruffians who were arrested near Shau-ki-wan on the 6th inst. and charged with boarding and robbing a boat in this harbour on the 5th, were brought before Mr. Wodehouse, on remand, on the 13th inst. Mr. Denny appeared for Mr. To Sam, the owner of the four chests of opium which were carried off by the thieves.

In opening the case Mr. Denny said that the owner of the chests of opium despatched his *foh*, Lai Afuk, with four chests of the drug to Shau-ki-wan on the 5th instant, in a sampan. While on the way, and when the boat was off Hungham, a boat coming from Hungham came alongside the complainant's boat and the four prisoners jumped out, went on board the sampan, opened the five chests and took the contents out, robbed the man in charge of \$17 and then left in their boat in the direction of Hungham. The *foh* came back to Hongkong and reported the matter to the police who arrested the defendants with the opium in their possession. The *foh* identified three of the prisoners.

Lai Afuk said, on the 5th instant he was in charge of four chests of raw opium which was being taken to the Farm. He had the opium in a boat and was taking it to Shau-ki-wan. His sampan was number 1080 and Kwok Ah was the *loudak* of the boat. After he started he got to Hungham when he saw the pirates' boat come alongside. The boat contained eight men, four of whom boarded his boat. They were armed with revolvers and swords. They broke open the chests and took the opium away. After they left they went in the direction of Hungham. He had since seen the opium and recognised it by the "chop." He had not since seen the pirates. After they left he came back to Hongkong and reported the matter to Ip Sam, the owner of the opium. On the 6th he went with a constable to Tokawan and interviewed Inspector Bremner. He there saw one parcel of opium and the first three prisoners arrested there. Two of them boarded his boat and the first stopped in his own boat. At the time the opium was stolen a watch, two parcels of money—one of \$10 and one of \$7—and a jade stone bangle was taken by the pirates. The latter was taken from his person. The men were on board his boat about ten minutes. He started with the opium from a landing near the Harbour Master's Pier.

To his Worship.—He was the only passenger on board. The crew consisted of two women and one man, all of whom pulled the boat while he (witness) steered. He steered for Shau-ki-wan via Hungham. The exact place where the pirates boarded him was a fair distance off the Hungham Dock. The robbers' boat was one of the fishing-boat class. His boat was rowed, as also was that of the robbers. The robbers' boat came from the Tongva direction. He was about half a mile off shore. He did not know which side they boarded him from. The robbers opened all the chests and took the opium out. The opium was in three-catty parcels. They threw the empty chests overboard. The attack was made between six and seven p.m. It was then dusk and the lamps were alight on board his boat. As the robbers took hold of him he was frightened and did not notice whether he had light on board or not. As it was evening, dusk, he could not say for certain that the first three prisoners were amongst the robbers. His reason for saying so was, that they were the men who pirated his boat because they were arrested with the opium in their possession. The opium came from the Ming Yuen shop and others. Knowing the sampanman, he took the boat that was attacked. He had used the same sampan before. He was in the habit of steering the boat himself when en route to Shau-ki-wan. He was sick and about an hour after starting. He went on to Hungham after the attack and from there to Chai-m-sai. He did not know whether the pirates were previously informed that he had the opium on board.

His Worship remarked, at this juncture, that the witness was giving his answers in a very unsatisfactory manner.

Continuing, he was not hurt at all. Mr. Denny explained that he had refrained from putting several questions to the witness as he was giving his evidence in a most unsatisfactory manner. Witness identified the pirates' boats the day after the affair. It was not a licensed boat.

At this point the case was adjourned for a week, his Worship remarking that he would grant a further remand if necessary.

THE BURNING OF THE "SHANGHAI"

DECISION OF THE COURT OF INQUIRY.

From the evidence the Court is of opinion that the cause of the fire is not clearly proved, but it is of opinion that it must have been burning of smouldering for a considerable time before it was discovered, and that it then burst out suddenly into flames and in the space of about a quarter of an hour completely destroyed the upper part of the ship.

That the master adopted the proper course by promptly beaching his ship.

That partly from the steam fire connection being badly situated and partly from the fact that no hands attempted to make use of the upper deck fire connection or the fire-bell being rung, no water was procured. That every possible effort was made by the master, officers and crew to save the passengers, having been prevented by the rapid extension of the fire from lowering the boats. That the crew had been recently exercised at fire and boat stations, but that they chiefly depended for water on the connection by a steam fire main situated in the Chinese quarters, where confusion would be expected on the alarm of fire. The Court desires to call the attention of the Board of Trade to the fact that ships carrying a large number of passengers should be provided with steam fire connections at both ends of the ship and in places easily accessible, and that the lodging of Chinese passengers in compartments intended and used for the storage of cargo which can be easily ignited, without the intervention of partitions, is extremely dangerous.

In the opinion of the Court the attention of the Chinese authorities should be called to the inhuman conduct of the natives in the neighbourhood, whether on shore or in boats, on the occasion of the fire.

No blame being attributable to the master and officers, their certificates are handed back to them.

The expenses of the Court, fixed at £11. 11s. 6d., are approved.

Dated at Shanghai, the 7th day of January 1891.

J. F. STUART,
Lieut. R.N., President of the Court.
G. M. H. PLATTAR,
British Vice-Consul at Shanghai.
P. HARRIS,
Master of the British steamer *Patria*, of Greenock.

THE INTER-COLONIAL CRICKET MATCHES.

HONGKONG V. STRAITS.

HONGKONG OUT FOR FORTY!

This match which commenced on Thursday the 1st ultimo was continued on Friday the 2nd inst. We append the scores and bowling analyses in full, and refrain from comments on the principle of "the less said the sooner mended." Here then is the record of the most feeble cricket that has probably ever been played on the Straits "oval!"

FIRST INNINGS.

THE STRAITS XI. 1ST INNINGS.

F. V. Hornby, c. Lammer, b. Barff	0
I. Hughes, c. Lawson, b. Barff	0
E. W. Birch, c. Lawson	0
S. C. Fox, c. Smith, b. Lawson	9
H. Hinde, b. Barff	3
H. L. Talbot, c. Carden, b. Lawson	40
C. E. Higginbotham, not out	0
R. G. Watson, c. Blair, b. Lawson	10
A. B. Ragnall, c. Dwyer, b. Lawson	0
R. McKensie, c. Dunn, b. Lawson	0
A. J. Ross, b. Lawson	0
Extras	4
Total for 10 wickets	93

Fall of wickets 1 for 0-2/3 3/8 4-1/8 5-2/5 6-5/8 7 for 7, 8 for 9, 9 for 10, 10 for 93.

BOWLING ANALYSIS.

Bowler.	Balls.	Maidens.	Runs.	Wickets.
Barff	110	8	39	3
Lawson	110	6	34	7
Dunn	10	0	10	0
T. S. Smith	10	2	0	0

HONGKONG XI. 1ST INNINGS.

E. M. Blair, c. Ross, b. McKensie	4
T. S. Smith, c. Talbot, b. Fox	2
S. L. Dwyer, b. McKensie	0
D. J. A. Lawson, b. McKensie	0
C. G. Boyle, not out	17
Capt. Dunn, b. Fox	0
C. S. Barff, b. Fox	0
A. J. Campbell, l.h.w. b. Fox	5
Capt. Carden, b. Fox	1
Cor. Rice, b. Hinde	0
F. Lammer, c. Birch, b. Hinde	0
Extras	13
Total	40

Wickets.	1	2	3	4	5	6	7	8	9	10
Runs	6	6	8	9	9	27	29	38	40	

BOWLING ANALYSIS.

Bowler.	Balls.	Maidens.	Runs.	Wickets.
S. C. Fox	75	7	18	5
R. McKensie	42	6	7	3
Dr. Hinde	42	6	5	2
A. J. Ross	5	0	5	0

THE STRAITS XI. 2ND INNINGS.

C. E. Higginbotham, b. Barff	12
R. G. Watson, c. Rice, b. Barff	30
I. Hughes, b. Lawson	14
F. V. Hornby, c. Blair, b. Barff	3
E. W. Birch, b. w. b. Lawson	5
S. L. Dwyer, c. Dwyer, b. Barff	56
A. B. Ragnall, c. Campbell, b. Barff	1
R. McKensie, not out	6
A. J. Ross, c. Dunn, b. Lawson	7
Dr. Hinde, c. Blair, b. Barff	7
Extras	12
Total	188

Total of both Innings..... 281
Wickets..... 1 2 3 4 5 6 7 8 9 10
Runs..... 15 73 74 74 80 157 167 177 188

BOWLING ANALYSIS.

Bowler.	Balls.	Maidens.	Runs.	Wickets.
Barff	145	14	45	5
Lawson	145	12	42	5
Dunn	10	0	8	0
Campbell	15	0	14	0
Lammer	25	1	8	0
Cor. Rice	10	0	8	0
Boyle	15	1	9	0
Blair	15	0	13	0
T. S. Smith	10	0	10	0

COLOMBO V. NATIVE STATES.

The match, Colombo versus Native States, ended in a draw. In favour of the States. Commenting on the *Straits Times* report, "The last wicket of the Colonies was put in p.m. and had the Native States commenced their last innings precisely after the expiration of the regulation ten minutes the match might have been decided in their favour, but owing to some incommunicable reason they were unable to begin until 4.15, the extra five minutes delay having probably cost them the match."

AMOY RACES.

FIRST DAY.—WEDNESDAY, 7TH JANUARY, 1891.

CONSULAR CUP, presented, value \$500. For all China Ponies, weights as per scale; entrance \$5. Half-a-mile.

Dunraggan 1
TRIAL STAKES, of \$10 each, with \$50 added; a forced entry for Amoy subscription griffin of this season; First Pony to receive 70 per cent. Second Pony 20 per cent. Third Pony 10 per cent.; weights as per scale. Three-quarters-of-a-mile.

Serenade 1
FOOCHOW CUP, presented, value \$100; for all China Ponies; weights as per scale; entrance \$5. One mile and three quarters.

Nero 1
HAKWAN CUP, presented, value \$100; for all China Ponies; weights as per scale; entrance \$5; winner of Consular Cup 5 lb. extra; three-quarters of a mile.

Majestic 1
CHAAZE CUP, presented, value \$100; for all China Ponies; weights as per scale; entrance \$5; winner of Consular Cup 5 lb. extra; three-quarters of a mile.

Nero 1
AMOY STAKES, of \$10 each. A forced entry for all Ponies entered at this meeting; first Pony to receive 70 per cent.; second Pony 20 per cent.; third Pony 10 per cent.; weights as per scale; one mile and quarter.

Wildmint 1
COAST CUP, presented, value \$500. For Amoy Subscription Griffin of this season; weights as per scale. Winner of Trial Stakes or Hakwan Cup 7 lb. extra, or of both 10 lb. extra; to be ridden by residents of Amoy, Foochow or Formosa; entrance \$5. One mile.

Serenade 1

SECOND DAY.—THURSDAY 8TH JANUARY, 1891.
COMPRADORES' CUP, presented, value \$165; for Amoy Subscription Griffin of this season; weights as per scale; winner of one race 7 lb. extra, if of two or more races, 10 lb. extra; previous non-starters 7 lb. extra; entrance \$5. Three-quarters of a mile.

Serenade 1
CHALLENGER CUP, value 50 Guineas; a forced entry for all Amoy and Formosa-owned ponies, optional to Subscription Griffin of this season; half entrance fees to the winner; to be won two consecutive meetings by a pony or ponies, the bond side property of the same owner or owners; weights as per scale; entrance \$10. One mile.

Majestic 1
VISITORS' CUP, presented, value \$500; for all China Ponies; weights as per scale; winner of Foochow Cup 7 lb. extra; entrance \$5. Two miles.

Cobweb 1
BUND CUP, presented, value \$100; Second Pony \$25; for Amoy subscription griffin of this season; weights as per scale; entrance \$5. One-mile-and-a-quarter.

Dunraggan 1
EXCHANGE PLATE, presented, value \$500; for all China Ponies; weights as per scale; winners of three races for each race won; entrance \$5. Three-quarters-of-a-mile.

Wildmint 1
TE MA-CHIN PLATE, presented, value \$300; for all China Ponies; First Pony to receive 70 per cent. Second Pony 20 per cent. Third Pony 10 per cent.; weights as per scale; Amoy subscription griffin of this season allowed 5 lb.; to be ridden by residents of Amoy, Foochow or Formosa; winner of a race at this meeting of one mile or over 5 lb. extra, if of two or more such races 10 lb. extra; entrance \$10. One-mile-and-a-half.

Dunraggan 1

THIRD DAY.—FRIDAY, 9TH JANUARY, 1891.
FORMOSA CUP, presented, value \$500. Second Pony \$25; for all China Ponies, weights as per scale; winners of any race at this meeting 7 lb. extra, if of two or more races 10 lb. extra, entrance \$5. One mile.

Nero 1

LEADER CUP, presented, value \$150. Second Pony \$25; for Amoy Subscription Griffin of this season; winners of one race of 13 miles or over 5 lb. extra, if of two or more such races 10 lb. extra, entrance \$5. One-mile-and-a-half.

Formosa 1

LADIES' PURSE, presented, for all China Ponies. To be ridden by residents of Amoy, Foochow or Formosa; winner of one race, entrance \$5. Once round and a distance.

Cocktail 1

LOTTERY CUP, value \$500; for all Ponies first raced as Griffins at Amoy; weights as per scale; winners at this meeting 5 lb. extra for each race won; entrance \$5. Seven Furlongs.

Majestic 1

CONSOLATION CUP, value \$100; second Pony \$50; for all beaten ponies that have run and not won a race at this meeting; weights as per scale; entrance \$5. One mile.

Chengling 1

CHAMPION STAKES, a forced entry of \$10 each for all winners at this meeting except Nil Desperandum Stakes; winners of two races \$15 extra, of more than two races \$30 extra; weights as per scale. One-mile-and-a-quarter.

Dunraggan 1

NIL DESPERANDUM STAKES, of \$5 each with \$50 added, Second Pony \$25; for all beaten Amoy Subscription Griffin of this season that have run and not won a race at this meeting; weights as per scale. Once round and a distance.

Stanley 1

NOTES FROM SIAM.

Cases of cholera are of daily occurrence. Yesterday morning a European died on board the Austrian barque *Gilboa*. The murder of two British subjects is reported from Mueang Angson. The first occurred in November, a King named Kaderah being killed and his boat, gun, revolver and 160 ticals stolen. The second outrage happened in December, one Paker Mallim being killed and his companion Paker Mydim seriously wounded as well as losing 200 ticals.

The ceremonies in connection with the cutting of the hair apparent will begin on the 12th of Jan. All the Rajahs from the peninsula as well as the Governors of provinces are expected in Bangkok with the customary presents. We hear that officers will receive all their arrears of pay together with an extra month's salary in honour of the occasion. This news ought to dispel the gloom of the gallant army, and no doubt there will be many smiling countenances in the processions.

Anxiety is being felt at St. Petersburg concerning the fate of the Russian explorer M. Groom-Gresham, from whom no tidings have been received for a long time. He is on a tour in Eastern Asia, exploring the unknown countries lying along the Tibetan and Chinese frontiers. The last news received from him was that he had arrived at Khami, in China, at the end of last year. From thence he intended to go, by the way of Suddjan, through the Nan Shan range to Eastern Tibet. He was to return, by Kuldja, to Russia during the present month, but nothing further has been heard from him.

The Railway surveys under the direction of Sir Andrew Clarke have been finished and the government have decided to build the first line, on its own account from Bangkok to Korat. Efforts were made to form a company on the concession of Commodore A. de Richelieu and Capt. Loftus and although the line offered brilliant prospects, especially when we take into consideration the likelihood of such a line being carried on to the fertile valley of the Mekong the scheme has proved abortive; and notwithstanding that the most influential Siamese princes were on the board of directors only two thirds of the small capital of \$816,000 was subscribed for. The P. W. D. has shown excellent signs of health, and vigour; the repairing of roads and bridges goes steadily on and as we have now many capable Europeans on the staff we may see next year the fulfilment of our wishes.

It is not often that big game shooting is, so to speak, provided at our doors in Bangkok, yet only a few days ago a resident shot two large tigers in his own grounds, the women used being a station bore fowling place with 100 shot. One of the beasts, known to naturalists as *Felis tigris*, measured some four feet in length, exclusive of tail, which was about ten inches. The marking of the body more resembled that of a leopard than a tiger. The other was of the species known to the Malays as *Delundung* (*Prionodon gracilis*) and had a long pointed nose, dark hyena marked skin, and the paws of a dog. Its full length over all was four feet and a half inches. The *Delundung* is a carnivorous animal inhabiting the forests of Java, and regarded as a connecting link between the *Viverridae* and the *Felidae* families, but hitherto we have never heard of its having been seen in these parts. The gentleman who shot the animals informs us that they had cost him some four hundred ticals in turkeys, rabbits and game of various kinds and that the bagging of them has been the means of freeing from vench the fair name of a Chinese gardener who had long lain under suspicion of being the poacher.

We regret to have to announce the death of Captain A. Petersen of H.S.M. *Guanoab Gladys* who died on Saturday last, and was buried in the Protestant Cemetery on Sunday morning. The deceased, who was 54 years of age, had been many years in this country and was universally respected. He complained of feeling unwell on Christmas Day shortly after partaking of a hearty meal down at Chantaboon where his vessel was stationed. Coming up to Bangkok as quickly as possible, he became unconscious at the bar, and shortly afterwards expired. A large number of steam launches with friends and mourners followed the remains to the Cemetery, where a guard of honor from the Navy was in attendance. Among the Naval officials present we noticed Commodore de Richelieu, Phra Varasam, and all the Europeans attached to that branch of the public service. The Danish Consul also attended.—*Bangkok Exchange*.

NETHERLANDS INDIA.

The Batavia *Nieuwsblad* hears that an army officer in Acheen has been arrested on a charge of supplying arms and ammunition to the Acheenese. He will be tried by Court Martial.

The Netherlands India Government, it is said, have not given up the idea of gaining over the titular Sultan of Acheen, and an embassy to his court with a view to opening further negotiations is under consideration.

The damage done to house property at Joana by the earthquake cannot yet be ascertained, but that to the more prominent buildings is said not to fall short of one hundred thousand guilders.

The Netherlands India Government expect to secure Chinese coolies for the Java Islands in Black next year at premiums of from thirty dollars each, but new labourers of this kind will be charged 35 guilders each for cost of passage. To admit of accurate reckoning with the coolies in wages, the Netherlands Consul-General at Singapore has been instructed "at every postal opportunity to inform the Resident of Banka of the value of the dollar stands at Singapore."

A British missionary society is said, backed by the British Government, to have applied to the Dutch Government for permission to labour among tribes in the Netherlands New Guinea close to the frontier line with the British portion of the island.

In Banka, the mining by machinery has proved on a failure after thousands upon thousands of guilders had been spent on the experiment. Fresh machinery of larger power had been ordered from Britain.

The Medical Department in Java has applied to the Government there to give, through the Netherlands Consul-General at Singapore, a copy of the annual medical report on the Straits Settlements civil hospitals for the year 1888.

ill-treated, and although the boy's story might be exaggerated, he thought the boy had had a rough life during the whole of time he had been on board the ship, and he thought the defendant should have made all allowances and tried and educated the poor wretched boy in every consideration knowing how he was first brought to his notice. The boy's life had been made a burden to him, and he thought it was the most disgraceful piece of bullying he had ever heard of. He would impose a fine of \$25 for the result and order the boy to be discharged from the ship.

TRIAL OF A "NAMO" PIRATE.

Wong Afai, 39 years of age, a native of Samoa and a labourer by profession was brought before Mr. Justice at the Police Court this morning (14th inst.) to answer to the charge "that he, with certain others not in custody, did, practically, feloniously, wilfully and maliciously kill and slay Captain Penck and others; and did feloniously steal money and jewellery and clothing, valued at \$5,000, the property of the passengers and crew of the British steamship *Namoa* on the 10th instant, on board the said steamer on the high seas."

Ip Cheung, a detective, deposed to the arrest of the prisoner in Praya West on the 27th ultimo.

Alfonso Jones, third engineer of the *Namoa*, said he was on duty in the engine room on the 10th of December, and when the vessel was near Mendocino Island he heard shots fired on the upper deck. He remained in the engine room where the third officer soon came and said he was shot at while on the bridge, adding that the whole ship was in the hands of a gang of pirates. The said officer asked him to connect the steam hose so as to turn it on to the desperadoes, but it being too short they could make no use of it.

Later on the second engineer (Ramsay) arrived, and said he had been shot by the pirates. Ramsay had a revolver in his hand and said he had shot and wounded one or two of the pirates. The pirates then commenced to fire down in the engine room so they "planted" behind the boilers for safety. The third mate stepped out from the place of safety and whilst pelting coal at their antagonists was shot in the right arm. After a while they all went on deck, were searched and shut up in the captain's cabin together with the foreign passengers and other officers of the ship.

He stopped in the captain's cabin until 9 p.m. when a quartermaster told him that the pirates had gone. He went down into the engine room, on duty, and at 9.30 p.m. the ship was underweigh again. He could swear positively to the prisoner. It was he who came to, and kept guard over, the captain's cabin after the pirate chief left it. The prisoner came on guard at 7.30 p.m. and remained there until 4 p.m. He was armed with a revolver and sword. Witness watched him through a small hole, and saw him "cut" and maltreat many of the Chinese passengers as they were being driven down into the saloon. On the 27th ultimo he saw the prisoner in jail and picked him out from a dozen men, with promptitude. He recognised him by his height, general appearance, deep-set eyes and a tooth out on the left side of the row of front teeth. The prisoner wore neither shoes nor cap. He looked like a dirty coolie, and had a red blanket wound around his waist.

Mr. W. F. Mackintosh, chief engineer of the *Namoa*, repeated the evidence he had given at the inquiry and added that he believed the prisoner was the man on guard outside the captain's cabin. He would not, however, swear positively to him. He picked the man out from a number of men in the jail, on the 27th ultimo. Mr. Eldridge, chief officer, was also examined and said, *inter alia*, that he could not recognise the prisoner.

The case was then adjourned.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PREVENTIVE MEASURES.

To the Editor of the "Hongkong Telegraph." Sir—Your leader of last night, it appears to me, although dealing with the subject of necessary preventive measures pretty fully, does not quite cover all the ground that seems necessary. There are many insular men on this coast who have had very varied experience and who would, no doubt, be only too glad to attend the deliberations of a Commission: were they asked to. And even supposing their evidence did not throw any fresh light on measures which the Government may be disposed to take, still it might confirm the latter in their opinions as to efficient measures. If the opinions of "old hands" confirmed the Government ideas on the subject, then there could be little doubt left as to the efficacy of the measures.

If you think this suggestion is worthy of publication I shall be glad to see it in your columns.

Yours, etc.,

COASTER.

Hongkong, 13th January, 1891.
[The suggestion of our correspondent is no doubt a good one, and worthy the consideration of the Government; for that means must eventually be adopted that will place such occurrences as the *Namoa* piracy outside the range of possibility, is certain.—Ed.]

THE INTER-COLONIAL CRICKET MATCHES.

HONGKONG V. COLOMBO.

The match for to-day, the 13th inst., was the above. Beautiful bright weather prevailed but the wicket was rather dry and a small cloud of dust rose at each stroke. Yet it went well during the runnings of the Northern Team. There was a fairly strong wind from seaward and clouds once or twice threw their shadow over the pitch. The toss was won by Blair, who thereupon elected to bat and sent in Sercombe-Smith and Boyle, the former taking the first over from Kelsart, at the Statue end. Caution marked the play from the commencement. Smith made a brace of threes, both from Kelsart, but on attempting to convert the last into a four was well thrown out by Christoffels; seven only. 7.7. Dunn came out and quickly got to work, though he had to content himself with ones and twos for his strokes. Boyle was very steady and was in 12 overs before making a single run. Christoffels delivered a no-ball in his fifth over, and the next was well driven by Dunn for four. A maiden to Kelsart and then Hongkong's great scorer was finally caught by Kelsart in the slips for a dash finish. 23.15. Six balls later an appeal for leg before sent Blair back to the Pavilion. The batsman played the ball and it also hit his guard, opinions differ as to which first, but at all events he was given out. 24.30 and things looking bad for Hongkong. The rest of the innings is a tale of disaster. Four singles were scored when Blair, Boyle, and a particularly careful innings, clean bowled by Christoffels, having made but three. 28.4.3. Two overs later the same bowler disposed of Lawson, who had also made three singles, getting him taken by Courtenay off a bumpy one. 29.5.3. Blair came in and Kelsart sent down a maiden. A few drops of rain

apparently threatened more, but the danger passed over without interrupting the game. After two singles and a two to leg, Blair played a ball from Christoffels to forward short leg, which Vanderspar just secured, falling in the attempt but sticking to the leather, 33.6.2. Five overs were sent down to Campbell and Darby, three being maidens, but two singles being made. Then Darby gave a very similar chance to Vanderspar, which was equally promptly accepted. 33.7.1. Carden joined Campbell and spoiled the fast bowler's average by lifting a leg ball to the Hotel chairs, for which he was awarded six. Christoffels' average up to this point read four wickets, 14 runs, the last six overs having produced but one run and two wickets. But the bowler had his revenge; in his next over he bowled Campbell, whose place Clark took, and one over later upset the Captain's wicket with a beauty. 42.8.4. and 45.7.7. Lammert was the last man in and a cut for two, his partner responding with a couple of singles. Christoffels deprived the team of the chance of a half century by clean bowling Lammert, when one short of that number. The chief credit of getting out the formidable Northern team for 49 is due of course to Christoffels whose analysis is a splendid one. The whole team was very keen on the ball, however, and everything was snapped up in double quick time. A liston's wicket keeping was a feature of the game, not a single being given. The Ceylon men have good reason to congratulate themselves on getting out a team with the reputation of the Hongkong men for 49 runs, in an hour and fifty minutes, and great was the cheering which greeted their return to the Pavilion.

Ten minutes later Moorhouse and Stephens appeared to oppose the bowling of Barff (Statue End) and Lawson (Pavilion). Extreme care marked the opening, a leg bye alone resulting from the first four overs. Then Stephens cut a ball from Barff very prettily for three. Two other maidens followed, the fielding being very smart.

On Stephens facing Lawson, a rapid change occurred, the doctor getting that batsman well caught off a bumping ball by Lammert at leg, close in. Three for 4. Marks followed. Off the very next ball Moorhouse was caught and bowled from a lofty skier. Four for 4. At this crisis things were looking distinctly serious for the Cinnamon Islanders, and Vanderspar, the Ceylon skipper, appeared on the score. Marks welcomed his friend by scoring a brace to the on. Vanderspar responding with a single to short leg, and lifting a lofty one to the on for the same amount, too near in for long on to get at. Marks now got Lawson grandly away to leg for 4, and a mistake of Smith at the wicket added 3 more to the score, and when the call toiffin was sounded the score stood at four for 14.

Play was resumed at 2.30 p.m., Vanderspar defending to Barff's attack. A very pretty hit for 4 through the chains near the Hotel was the outcome of the first over, and Marks and the Ceylon Captain added each a single-off the doctor's first bowling venture. A maiden from Barff followed, and in Lawson's next effort, after he attempted to throw Marks out for leaving his ground, he was finely cut by that batsman. Marks however leaving immediately after, being clean bowled with last ball by a full pitch. Three for 24, of which Marks had made 10. Alston now joined Vanderspar, who had a narrow escape by being nearly caught off Barff by Boyle at long-on, running back; although an awkward looking chance, it should have been held; for this hit a 2 was run, and another to the same value was also made by Vanderspar in the same over. A misfield by Blair mid-on gave Alston the opportunity of chipping his duck, and a bye in the next over sent up 30 on the board. At the close of the over, 2.50 p.m. play was stopped on account of a smart shower of rain which was very heavy for a few minutes, clearing off at 3.5 p.m.

This was only a fair glimpse for a moment as a minute or two later the rain came on again and it was not till 3.15 that the bell rang for the Hongkong men to take the field once more, the weather continuing to look extremely doubtful. Score up at 3.50 p.m.:—

HONGKONG.				
Smith, run out.....	7			
Dunn, c Kelsart, b Christoffels.....	15			
Blair, lbw b Kelsart.....	0			
Lawson, c Courtenay, b Christoffels.....	3			
Boyle, b Christoffels.....	3			
Campbell, c and b Christoffels.....	4			
Barff, c Vanderspar, b Christoffels.....	2			
Dunn, c Vanderspar, b Christoffels.....	2			
Carden, b Christoffels.....	1			
Clark, not out.....	7			
Lammert, b Christoffels.....	2			
Extras lb 1 nb 1.....	2			
Total.....	49			

ANALYSIS OF BOWLING.

Balls. Maidens. Runs. Wkts.

Kelsart 86 4 23 8

Christoffels 86 6 24 8

Extras 10 0 10 0

Total 182 10 57 16

Rain brought the day's play to a close when the Ceylon men had put together 49 for 5 wickets.—*Fru Press.*

DESERTION FROM A FRENCH TRANSPORT AT SINGAPORE.

THE OFFICERS HUNT THE MEN PAST THE HOTEL DE L'EUROPE.

As the French transport *Colombo* was getting alongside her berth at the Borneo Wharf on the 3rd inst., three soldiers sprang ashore and ran away inland. The deserters, two of whom are Swiss, and one German, belonged to the *Légion Etrangère*, and no reason is known for their desertion. The *Colombo* has one hundred soldiers and eighty-six officers on board, all bound to Tonquin. Later, two of the men were observed near the Hotel de l'Europe, and two French officers in uniform were sitting there at once rushed out after them. One of the soldiers jumped into a rickshaw and rattled off, while the other made excellent time on foot, carrying his shoes under his arm. The officers followed, to the delight of the Asiatics of the neighbourhood who hurried the theory that the scene was a belated event of the New Year sports. Fortunately the officers did not catch the soldiers; had they done so there would no doubt have been a row, and in all strictness, the French officers would have been guilty of an assault. Perhaps, however, the magistrates would have dismissed them with an admonition. It is high time this sort of thing was stopped. Quite recently a British naval deserter on a French mail steamer was able to bid defiance to the British flag in British ports, and would have escaped but for his own imprudence. Now we have foreign officers chasing their soldiers

throughout streets and making themselves liable to be accused of common assault. It may be very funny, but it is not how two great nations should manage their citizens.

Commenting on the above in a leaderette the *Straits Times* says:—A little paragraph in which we relate how three soldiers jumped ashore from a French transport as it came alongside the Singapore wharf at first sight would appear. The trouble is that by our laws we have no power to capture these deserters nor to permit others to do so. Nay, if in place of three men leaping ashore a couple of hundred had done so, we would still find ourselves in the awkward position of having no right to interfere with these men until they had robbed, or plundered, or in some other way had broken our laws. Up till recently the situation has been ameliorated by the fact that without having any legal right to do so our police have captured or made efforts to capture deserters, and although the difficulty of doing so was great when the men were Asiatics (as many of the Netherlands men are) still the knowledge that deserters were caught by the Straits police had a wholesome effect in preventing men running away from their ships. Very recently, however, the Straits Government (presumably instructed from home) gave strict orders that the letter of the law was to be kept; and as a consequence the police are now forbidden to interfere in any way. The result may be awkward. For instance, we have it that these three deserters rushed from the wharf into the town in fear and haste. That was unnecessary. Had they chosen they might have sat down on the wharf and made such gestures of contempt as seemed fit to them. For, if they had been arrested on our soil we would have had to reclaim them.

The situation is unpleasant. It is inconvenient for the town that ill-behaved soldiers and seamen should be encouraged to launch themselves into the town with no means of subsistence and no means of refuge but the road and the sea. It is inconvenient for the coasting-port that foreign war-vessels should be afraid to come alongside lest their men step ashore and remain there. Yet it is not too easy to point a remedy. Or rather it is impossible to suggest a complete remedy within the reasonable competence of municipal law. But if foreign governments want us to surrender deserters, it is quite practicable for statesmen to agree on a joint course of action which shall be followed by all concerning nations in all their ports. Such conventions already exist on the continent of Europe.

PEKING.

(FROM OUR OWN CORRESPONDENT.)
The recent edict of the Emperor, granting audience to foreign ministers, has given the greatest surprise to all. It seems too good to be true that the contention of years should be granted without a final struggle. The diplomats had little idea of the step that has been taken. The precedent set by Tung Chih has had its influence, not only in suggesting the audience, but also in designating the place. Here is the weak point of the "Forbidden City," or palace grounds, and where the Emperor never goes, and perhaps never would, except to see the barbarian ministers. No wonder objection is raised to the place, and the question will not be settled until Europeans are received with as much courtesy as Tibetans and Koreans. It would not be treating a guest with decent civility to invite him, after his credentials had been examined and found satisfactory, to await him in the gate-house. It is to be hoped that the Russian Prince who has deferred his visit till next year will insist upon being received in the accredited form and set a good precedent for all who follow him. Without doubt, his refusal to visit Peking without receiving a proper greeting as an Imperial Prince has had something to do in bringing the Government to terms.

The Emperor has just received in Peking the two boats, or cutters, made in Germany at a cost of £15,000 each. The one the writer saw has the body of a small coach, made for only one occupant, and set on steel runners, terminating in front in a large erect brass finial which glided up on all in his presence. Inside the coach in lines and in velvet and is provided with a watch fixed in its place, mirrors, and sockets in which may be placed articles for use and comfort. By a slight movement of the foot a sharp-pointed bell can be struck which will bring the animals (men) drawing the plaything to a standstill. Up in the four corners are fastened brass dragons, with yellow silver tassels suspended from their mouths. The body of the vehicle is painted a bright red and the trappings are in yellow. Under specially favorable circumstances, with very strong ice not covered with dust, as Peking ice always is, we can conceive that his Majesty could take pleasure in this costly toy.—*N. C. Daily News.*

Hotels.

THE SHAMFEN HOTEL.
BRITISH CONGREGATION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors. The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East. The Table D'Hotel is supplied with every luxury in season, and the cuisine is in experienced hands. Wines, Spirits, Malt Liqueurs, etc., of the best quality only.

A. F. DO ROZARIO, Manager.

Hongkong, 4th November, 1890. 11047

THE HOTEL MARINA.

THIS STRICTLY FIRST CLASS HOTEL, now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes & the avoidance of street noises, and excellent food. "Grand Promenade Deck, Airy Dining Room, Ladies' Parlor, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bathrooms and Verandah to each. The Table D'Hotel is unexcelled. The Hotel Launch runs regularly to and from Peddar's Wharf and the Hotel Froe of Charge for time table see Bills. Hongkong, 13th August, 1890. 11178

THE ROA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July. Every comfort will be provided for visitors, with excellent table and choice wines. Hot, Cold, Shower, and Sea Water Baths. Large and well ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar. A small dairy is attached to the premises. Mrs. MARIA B. DOS REMEDIOS, Proprietress.

Insurances.

THE STANDARD LIFE OFFICE OF 64 YEARS STANDING, AND ONE OF THE WEALTHIEST AND MOST PROGRESSIVE OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

THE Standard has a long record of good services to refer to; its Funds, annually increasing, amount to £7,000,000 Stg.; the Premiums are moderate; and all modern features consistent with safety have been adopted.

ADAMSON, BELL & Co., Agents, Hongkong.

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & Co., Hongkong, 1st July, 1889. 1164

THE EQUITABLE LIFE ASSURANCE SOCIETY.

UNITED STATES.

RUSSELL & Co., Agents.

Hongkong, 14th November, 1890. 11567

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED £1,000,000.

The above Company is prepared to accept MARINE RISKS AT CURRENT RATES ON GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST, Hongkong, 1st February, 1882. 1157

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TABLES 600,000, £333,333-33.

EQUAL TO £333,333-33.

RESERVE FUND £318,000-00.

BOARD OF DIRECTORS.

LEE SING, Esq. LO YUEN MOON, Esq. LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c. taken at CURRENT RATES in all parts of the world.

HEAD OFFICE, A & C, PRAYA WEST, Hongkong, 1st November, 1890. 1156

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS AND CONTRACTORS.

YAU-MAT-EE ENGINEERING WORKS, KOWLOON.

OFFICE—No. 12, D'Almeida Street, Hongkong, 25th August, 1890. 1150

Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, January 10th.

Share business has been very quiet during the past week, and rates generally speaking have ruled low. Within the last two days, however, they seem to have improved and the majority of stocks are now steady at prices quoted below. In our last report Banks were quoted at 250 per cent. premium, but since then they have gradually dropped to 237 per cent. at which rate the shares now remain steady. New Issue have also dropped to 236 and at this rate there are now a number of shares offering on the market. Hongkong Fires are weak at 345 for cash, and at 350 for March; while Chinas are wanted at 380.

In Marines, Traders seem the only scrip in demand and shares in this company are now wanted at 64 for cash, but business can be done in Cantons at 118. Docks have been done at 86 for the settlement; at 89 for March and as high as 90 for April. Ropes still steadily advance and are now quoted at 139 for cash and even at this price there are still many strong inquiries after them. Lands hang at 90 and are weak even at this quotation which of course is the cash one. Steamboats were done at 368 for March and former shares can be obtained at 37. In Wharves some business has been done at 78 for cash, and the scrip is now in strong demand at 79. Trust and Loan for the scrip of this company a steady and strong demand has set in, and some very large transfers have been negotiated during the past week at rates ranging from 183 to 192 for cash, and at from 190 to 200 for March—20 to 21 for June and at these rates the market closed strong. There are, however, sellers at 192 for cash. Founders were done at £160 for cash, £170 for March and at £170 and £173 for June. In the mining Stocks, Charbonnages have been most sought after and they have been done at 515 for the current settlement. Mystic Imuris are now weak at 14 and Balmorals are wanted at 143. Sugars have been slow, but Chinas were done at 172 for cash and are now wanted at 173. Luzons continue weak at 100. For latest quotations and altered values see appended list.

CLOSING QUOTATIONS.

100 Hong Kong and Shanghai Bank, 277 per cent. premium, buyers.

Hongkong and Shanghai Bank, New Issue—240 per share, buyers.

Union Insurance Society of Canton—163 per share, buyers.

China Traders Insurance Company—465 per share, buyers.

North China Insurance—114 per share, sellers.

China Insurance Company, Limited—\$118 per share, buyers.

Vancouver Insurance Association—115 per share, buyers.

On Tai Insurance Company, Limited—115 per share, buyers.

Hongkong Fire Insurance Company—\$145 per share, buyers.

China Fire Insurance Company—\$88 per share, buyers.

Yongkame and Whampoa Dock Company—\$86 per share, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$26 per share, buyers.

China and Manila Steam Ship Company—129 per share, sellers.

Hongkong Gas Company—\$112 per share, sellers.

Hongkong Cold Storage Company—\$175 per share, buyers.

Hongkong Hotel Co.'s Six per cent. Debentures—100.

Indo-China Steam Navigation Company, Limited—278 per cent. discount, sellers.

Douglas Steamship Company—\$47 per share, sellers.

China Sugar Refining Company, Limited—\$172 per share, buyers.

Yongkame Refining Company, Limited—\$98 per share, buyers.

Hongkong Ice Company—\$95 per share, buyers.

Hongkong and China Bakery Company, Limited—\$20 per share, buyers.

Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.

A. S. Watson & Co., Limited—\$21 per share, sellers.

Chinese Imperial Loan of 1884 B—\$1 per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—\$1 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—\$1 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$10 per share, buyers.

The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Yongkame and Simplex This Samanitan Mining Co.—\$2 per share, sellers.

The Rush Gold Mining Co., Ltd.—80 cents per share, sellers.

Imuris Mining Co., Ltd.—\$131 per share, seller.

The Balmoral Gold Mining Co., Limited—\$141 per share, buyers.

Yongkame and Whampoa Wharf and Cold Storage Company—\$70 per share, sales and buyers.

Hongkong Cold Storage Co.—\$515 per share, sales and buyers.

The Hongkong High-Level Tramway Co., Limited—\$40 per share, sales.

The East Borneo Planting Co., Limited—\$11 per share, buyers.

G. G. Brown & Co., Ltd.—\$62 per share, seller.

The Sengul Kwah Planting Co., Ltd.—\$11 per share, buyers.

Yongkame & Co., Ltd.—\$20 per share, nom.

The Steam Launch Co., Limited—nominal.

The Amoy Arms Hotel and Building Co., Ltd.—\$0 per cent. div., sellers.

The China-Romero Co., Ltd.—\$11 per share, buyers.

The Hongkong Brick and Cement Co., Ltd.—\$10 per share, sellers.

The Green Island Cement Co.—\$20 per share, sellers.

The Hongkong Land Investment Co., Ltd.—\$89 per share, sellers.

The Hongkong Electric Light Co., Ltd.—\$71 per share, sales.

Geo. Fowling & Co., Limited—\$22 per share, sellers.

The West Point Buildings Co., Ltd.—\$30 per share, sellers.

The Peak Hotel and Trading Co., Ltd.—\$20 per share, sellers.

The Yankin Planting Co., Ltd.—\$25 per share, sellers.

The Lamma Planting Co., Ltd.—\$7 per share, sellers.

The Teleph Mining and Trading Co., Ltd.—\$2 per share, sellers.

The Selama Tin Mining Co., Ltd.—\$1.50 per share, sellers.